CYCLE NEWS

WESTERN EDITION

September 2, 1969 VOLUME VI NUMBER 33

25¢

SALINAS SCRAMBLES

BONNEVILLE RECORDS

Rice, BSA Three At Sedalia

SPEEDWAY PICTORIAL

Nineteen Sidehacks hit the triggers in a mass start at Salinas, Calif. Rodeo Fairgrounds Sunday during the annual Cerebral Palsy Benefit Scrambles. Nearly 700 racers did their thing for handicapped children. See full story on Page 8.

NEWSPAPER

CYCLE NEWS
2499 Cerritos Ave.
Long Beach, Ca.
90806
(213) 427-7433

CALENDAR

Regularly Scheduled Events

ATTENTION
Promoters interested in advertising their events in this column.
Contact: Tom Culp
National Advertising Director
Cycle News (213) 423-0431

EVERY WEDNESDAY NIGHT
Flattrack & TT, Orange Co. Raceway, ACA Sanctioned. Gates Open 6:30 pm, first race 8 pm, Valencia offramp off San Diego Freeway approx. 2 miles South.

EVERY FRIDAY NIGHT
SPEEDWAY RACING at Orange County Fairgrounds, Costa Mesa. Gates open 7 p.m. Racing at 8 p.m.

1/2 MILE FLAT TRACK, Ascot Park, Gardena, Calif. Racing starts 8:15 p.m. See ad this issue.

EVERY SATURDAY NIGHT
TT RACING, Elsinore Race Track, Gates open 3 p.m., races start 7:30 p.m., Off Hwy. 71 in Elsinore, Cal.

SPEEDWAY RACING, Whiteman Stadium, Pacoima, Calif. Racing starts 8:30 p.m.

FIRST SAT. OF EVERY MO.
PROFESSIONAL TT RACES, Ascot Park, Gardena, Calif. Racing starts 8:15 p.m. See ad this issue.

1st & 3rd SUN. OF EVERY MO.
Deadmans Point, Apple Valley, Cal. – 1st Sund. European Scr., 3 classes, 1 hr. each – 8 a.m. prac. – 10 a.m. start. – 3rd Sun., Motocross – all classes, 8 a.m. prac. – 10 a.m. start. Info: (714) 247-7473 (eves.).

THURSDAY, AUGUST 28th

SHORT TRACK AMA 3-Star at Antelope Valley Fairgrounds, Lancaster, Cal. 12 events for Exp, Am. and Nov. riders. First race 8:30 p.m. Fireworks following the races. Info: (203) 321-5323.

FRIDAY, AUGUST 29th

TT RACES; $600.00 (min.) purse, AMA sanct. at Sidewinders track in Clackamas, Oregon. South of Portland. 8 p.m. Info: Dennis/Diane Seifert, Rt. 3 Box 290 C, Oregon City, Oregon 97045. 632-3857 after 7 p.m. or 234-7388 weekdays. (Rainout date – Sun., Aug. 31st – 6 p.m.)

TT SEASON CHAMPIONSHIP AMA 5 STAR. Graham Speedway, Tacoma, Wash. 7:30 p.m.

SAT., SUN. & MON. AUG. 30, 31, SEPT. 1st

HARE SCRAMBLES at the Ponderosa, 15 East of Lancaster, Cal. on Ave. J. Labor Day Special. Races all three days scored like motocross points for overall winners. 50% Trophies for individual races. 3 nine mile loops. Contingencies by Bardahl and McHal. (213) 367-2907

ROAD RUN. Bonanza Tour. Carson City, Nev. Tour award to all riders. Parade and Games. Info: (213) 246-9206.

ROAD RUN. Pine Cone '69 at Democrat Hot Springs, Cal. Hwy. 178 on Kern River 23 miles east of Bakersfield. No official start, $3.75 post entry at finish. $3.00 mail entry to: 1241 W. Holt Ave., Pomona, Cal. 91766.

TT SCRAMBLES. Pacific Coast 250cc Grand Prix by Hi Boots M.C. at South Bay Speedway, San Diego, Cal. Qualifying heats on Sat. Ex., Am. and Nov. GPs on Sun. AMA Sanct. First race at Noon both days. Info: (714) 469-6092.

SATURDAY, AUGUST 30th

INDOOR SPEEDWAY At L.A. Sports Arena by Great Bear Enterprises. Info: (213) 473-6717.

SHORT TRACK by Sacramento Trackers M.C. at Sacramento Natl. Raceway, Cal. Practice and sign-ups at 6 p.m. first race at 8.

SHORT TRACK by Valley M.C. at Cycle Land Speedway, Cal. AMA Sanct. Sign-up at 7 p.m. racing starts at 8:30. Ride or watch $1.50. 14 miles So. of Chico at Hwy. 99E and Gage Shipp Road.

POKER RUN by So. Cal. Road Riders, San Gabriel, Cal. Overnighter. Info: (714) 622-5417.

POKER RUN by Capitol City M.C. Sacramento, Cal. Info: 448-5190.

SCRAMBLES by Hayward M.C. at Hayward Speedway, Cal.

SCRAMBLES by Feather River M.C. at Triple M Spdwy, Simpson Lane, Marysville, Cal. Info: 742-7788.

SCRAMBLES by pathfinders M.C. at Kearneay Bowl. Info: 224-0739.

SUNDAY, AUGUST 31st

MOTOCROSS Second in CMC Anniversary Series. Saddleback Park, Cal. Six race series alternating each week between Saddleback Park and Carlsbad. Greeves Griffon to series winner. Post entry $10. Mail entry $5 to P.O. Box 1334 Huntington Beach, Cal. Info: (714) 539-3328.

AFM ROAD RACE at Orange County Intl. Raceway. Production bikes, Two 45 min. races for 0-200cc. Three 1 hour races for 200-1000cc. Info: (714) 838-3588.

HILL CLIMB. Monte Carlo, by Nevada Trail Blazers. AMA Sanct. 10 miles So. of Reno, Nev. Limed from 4th and Virginia Sts. Sign-up at 9 a.m. Climbing at Noon.

EUROPEAN SCRAMBLES by Coachella Valley M.C. AMA Dist. 37 point run. Race through town. Pioneertown, Cal. Limed from Yucca Valley. Paved roads to pits. 6 mile loops, camping facilities, two dances Sat. night.

CROSS COUNTRY by Hi Boots M.C. at Santee, Cal. 448-9105.

TT SCRAMBLES by TT M.C. at Huntington Beach Cycle Park, On Talbert Ave. 1/2 Mi. W. of Beach Blvd. AMA Dist. 37 points. Sign-ups at 8 a.m. First race at 10:30. All heats together. Info: (714) 897-4458.

SCRAMBLES by Palo Alto M.C. at Fremont Raceway, Cal. Info: 322-8560.

PROFESSIONAL MOTOCROSS at Ascot Park, 184th and Vermont, Gardena, Cal. All proceeds to U.S.M.X. Team. Any license accepted. Practice 9 a.m. 1st Moto 10:30 a.m. Info: (213) 327-5838.

TT SCRAMBLES by Sacramento Trackers M.C. at Sacramento Raceway, Cal. First race 7:30 p.m. Info: (916) 489-0476.

TRIALS by S.C.T.A. Canyon Crest Area near Riverside, Cal. Limed from Central Ave. and Riverside Fwy. East. Amateur riders only. Master and Experts will check and instruct. Sign-up 8:30. Trials at 10. Info: 697-9441.

SCRAMBLES by Ft. Worth, Tex. Hillbillies M.C. 3 Mi. N.W. of Azle, Tex. Info: 629-9219.

MOTOCROSS by Austin Spokesmen M.C. at Manor Downs, Tex. Info: 452-9798.

HARE AND HOUND by Nevada Roadrunners, Ely, Nev. Info: 289-2811.

SCRAMBLES by Corey Park M.C. Snohomish, Wash. Corey Park, Maltby, Wash.

SCRAMBLES by Drifters M.C. 14 Mi. N of White Salmon, Wash. Info: 493-5663.

SCRAMBLES by Trinity Trailsters M.C. Willow Creek, Cal. Info: (916) 629-2411.

MONDAY, SEPTEMBER 1st

TT SCRAMBLES by Sacramento Trackers M.C. at Sacramento Nat'l. Raceway. Sign-ups and practice at 9 a.m. races at noon.

EUROPEAN SCRAMBLES by Crestline M.C. at Deadman's Point, Cal. Near Apple Valley. AMA Dist. 37 point run. Six one hr. races. First race at 7 a.m. Camping and restaurant avail. Info: (714) 882-1818.

PROFESSIONAL HALF MILE. At San Jose County Fairgrounds. $1200 purse. AMA Sanct. Trials at 11 a.m. racing at 2:30 p.m. Adults $3.00 Kids 75¢.

SCRAMBLES By Nevada Trail Blazers. 5 miles north of Reno, Nev. Limed from 4th and Virginia Sts. AMA Sanct. Sign-up at 9 a.m. racing at Noon.

FRIDAY, SEPTEMBER 5th

TT RACES; CHAMPIONSHIP: $900.00 (min.) purse, AMA sanct. at Sidewinders track in Clackamas, Oregon. South of Portland. 8 p.m. Info: Dennis/Diane Seifert, Rt. 3 Box 290 C, Oregon City, Ore. 97045. 632-3857 after 7 p.m. or 234-7388 (weekdays). Rainout date – Sun., Sept. 7th – 6 p.m.

SAT. AND SUN., SEPT. 6 and 7th

ROAD RUN. Overnighter by Norwalk Rockets. Info: (213) 863-5339.

MOTOCROSS by High Sierra M.C. Limed from Hwy. 395 North from Tom's place and South from June Lake Junction, both turning at Mammoth Lakes Junction. Ele. 8000 ft. Bring Jets. 3 number plates. $3 Jr. $7 Sr. to: Mammoth Mtn. Motocross, Box 482, Mammoth Lakes, Cal. 93546. Or phone entry from 8 a.m. to 4:30 p.m. to (714) 934-6141.

AMA NATIONAL ROAD RACE Sears Point Intl. Raceway, Hwy. 37 and 121 Sonoma, Cal. Sat.: 90 mile 250cc combined. Sun.: 50 mile Amateur and 125 mile Natl. Info: (415) 826-3386.

SATURDAY, SEPTEMBER 6th

TRAILBIKE RACE, CIBOLA 100. By the Professional Trail Racing Assn. at Zuni, New Mexico. $25 Entry. Write to P.T.R.A., P.O. Box 18385 Wichita, Kansas 67218 for entry and license.

MOTORCYCLE RACES by The Rainier Sportsman's Club at Rodeo Grounds, Rainier, Wash., Hwy. 507 between Yelm and Tenino. Covered grandstands and concessions. First race at 8 p.m.

NIGHT MOTOCROSS by CMC at Fontana Intl. Raceway, Cal. $300 purse for Juniors, all classes, good lights, grandstands and refreshments. Info: (714) 539-3328.

SHORT TRACK at Petaluma, Cal. Fairgrounds. AMA Sanct. $600 purse.

INDOOR SPEEDWAY by Great Bear Enterprises at L.A. Sports Arena. Info: 4 CHANGED TO SUN. SEPT. 7th

SHORT TRACK by Valley M.C. at Cycle Land Speedway, Cal. 14 miles S. of Chico at Hwy 99E and Gage Shippe Rd. AMA Sanct. Info: (916) 877-3395.

SHORT TRACK by Sacramento Trackers M.C. at Sacramento Natl. Raceway, Cal. Practice and sign-ups at 6 p.m. race at 8:30.

Take a friend to a motorcycle event this weekend.

PROFESSIONAL SHORT TRACK at Oregon Sidewinders M.C. track S.E. 82nd and Lawnfield Road, Clackamas, Ore. 8 Mi. south of Portland. AMA Sanct. $600 min. purse. 250cc Nov., Am., Ex. 8 p.m. start. Info: 632-3857 after 7 p.m. or 234-7388 weekdays.

SUNDAY, SEPTEMBER 7th

SMRA TRIPLE HEADER, Fort Worth, Tex. European style motocross races, drag races and road races, production and GP classes. AMA points. Green Valley Raceway, Fort Worth, Tex. Info: (915) 949-1030.

PROFESSIONAL MOTOCROSS by Pan American Racing Assn. in Zuni, New Mexico. 38 miles south of Gallup on Hwy. 32. FIM Sanct. For entry or info. write Pan American Racing Assn. P.O. Box 18385, Wichita, Kansas 67218.

EUROPEAN SCRAMBLES by Sage Hoppers M.C. at Rosarita Beach, Mexico. AMA Sanct. Original course. Pract. and camping Sat. and Sun. Experts start 11 a.m. Info: (714) 753-2907.

BECAUSE OF LABOR DAY, CYCLE NEWS WILL BE ONE DAY LATE NEXT WEEK.

TRIALS RIDING SCHOOL by S.T.C.A. at Saddleback Park, Cal.

HILLCLIMB at Outlaw Canyon, Bakersfield, Cal. between Hart Park and Ming Lake. AMA Sanct. Info: (805) 871-4555.

MOTOCROSS by Orange County M.C. at Saddleback Park, Cal. AMA points, post entry open at 8 a.m.

MOTOCROSS by Prospectors M.C. run under ACA at Bay Mare Ranch 9 a.m. start, 3 motos, 3 number plates, $7 post entry, $5 mail entry to Dave Smith, 537 Penn, El Segundo, Cal. 90245. Info: 322-4297.

MOTOCROSS by Seafair City M.C. 2 miles E. of Renton, Wash. on Maple Valley Hwy. at Aqua Barn Ranch. AMA Professional $1200 purse, 50 trophies for sportsmen. Mail $4 Pro, $2 Sports, to: Seafair City M.C., P.O. Box 3268, Federal Way, Wash. 98002.

HARE SCRAMBLES by Smokebomb Gaetz M.C. Limed from the Hi Vista Store. Three 15 mile loops, new course every month. 40% trophies. Ave. J and 100th St. Just North of the Ponderosa, Cal.

(Continued on page 3)

Tear Out and Present at Box Office

DISCOUNT PASS

SAVE 50¢

J. C. AGAJANIAN Presents · A M A
Half-Mile Every Friday Nite 8:15
Motorcycle Races
TT's 1st Sat. Nite each month - 8:15
Worlds Fastest Action ½ Mile and T.T. Dirt Track
PASS FOR TWO SAVE 50¢
Per Person On Each Adult Ticket
Ascot
18400 S. Vermont-Gardena
Easily Reached – Just Off Harbor & San Diego Frwys.

SUNDAY, SEPTEMBER 7th

INDOOR SPEEDWAY at L.A. Sports Arena by Great Bear Enterprises. Info: (213) 437-6717.

TRIALS by P.I.T.S. at Loon Lake, Cal. Hwy. 50 E. from Sacramento through Placerville to Riverton. Take Loon Lake turnoff. Limed from Hwy. 50. Info: 482-8975.

SAT. AND SUN., SEPT. 13 and 14th

ROAD RUN McFarland Run by California Eagles M.C. Info: (213) 925-7290.

GOLD COAST TOUR by Salinas Ramblers M.C. Pins and AMA tour awards to all riders. First check Cycle Center of Salinas, 317 West Market, Salinas, Cal.

SEPTEMBER 13th

SHORT TRACK AMA PROFESSIONAL Dixon Fairgrounds, 20 miles W. of Sacramento, Cal. $600 purse, third mile dirt track.

SHORT TRACK by Sacramento Trackers M.C. At Sacramento Natl. Raceway, Cal. Sign-up and pract. 6 p.m. First race at 8 p.m.

SHORT TRACK by Valley M.C. at Cycle Land Speedway, Cal. 14 miles So. of Chico at Hwy. 99 E and Gage Shippe Rd. AMA Sanct. Info: (916) 877-3395.

INDOOR SPEEDWAY by Great Bear Enterprises at L.A. Sports Arena, L.A. Cal. Info: 473-6717.

SHORT TRACK at Old California State Fairgrounds, Sacramento, Cal. AMA Sanct. First race 8:30 p.m.

SUNDAY, SEPTEMBER 14th

COMBOCROSS 1/3 motocross, 1/3 TT and 1/3 GP course. No mud. 3 races per class. First 5 in class win trips to Las Vegas. Hooligan for 5 more trips, 70 in all. $5 mail entry to Bay Mare Fun, 6605 DeSoto St., Canoga Park, Cal.

HALF MILE DIRT TRACK. AMA Sanct. at Manor Downs, Tex. 8 Mi. E. of Austin at Manor Downs on Hwy. 290 at Manor, Tex. 7 classes incl. mini's and wheelie bikes. Sportsman only. Gates open 10 a.m., first race 2 p.m. Info: 472-8246 or 444-5901.

AMA 25-MILE NATIONAL at Old California State Fairgrounds, Broadway and Stockton, Sacramento, Cal. Gates open at 9 a.m. first race 2:30 p.m. $12,500 purse. Info: (213) 358-5577.

MOTOCROSS by Golden Eagles M.C. on the International MX course Dallas, Tex. Info: (214) 358-5577.

POKER RUN by C.A.M.A. from Bloomfield Park in Lakewood, Cal. 1/4 mi. N. of Carson on Pioneer Blvd. Info: (714) 828-2806.

Continued on page 4

the ACTION'S at
SADDLEBACK
ORANGE COUNTY'S MOTOR PLAYGROUND

SEPTEMBER 7
SCTA Riding School.
SEPTEMBER 14
ACA Motocross.
SEPTEMBER 21
Mini-Bike Meet; SCTA Riding School.
SEPTEMBER 28
Saddleback Scrambles.

Twilight Special: 5-7 p.m. for $1.
Open Weekends 8 a.m. to 7 p.m.; Weekdays 9-7.
Admission $2.50; Juniors & Minis $1.50.

SADDLEBACK PARK
BOX 2455, ORANGE, CALIFORNIA 92667

SOUTHWEST MOTORCYCLE RACING ASSOCIATION
INTERNATIONAL GRAND PRIX MOTORCYCLE
ROAD RACES and **DRAG RACES**
(RAIN OR SHINE)
SUNDAY SEPT. 7, 1969 at 2:00 P.M.

• ALL CLASSES
• BEAUTIFUL TROPHIES
• MERCHANDISE AWARDS

• 8:00 A.M. ENTRY & PRACTICE
• 11:00 A.M. MOTO CROSS RACES
• 1:00 P.M. DRAG RACES
• 2:00 P.M. ROAD RACES

ADDED ATTRACTION!!! BIG MOTO-CROSS EUROPEAN STYLE

at GREEN VALLEY RACEWAY
TRACK LOCATED 10 MILES NORTHEST OF FORT WORTH, TEXAS ON FM 1938 AT SMITHFIELD

FLASH!!! Tim Hart "Montesa Hot Shoe" is coming back from the coast and will be in Dallas, Texas at Universal Motors, 214 (321-1111) September the 4th through the 10th...Go by and say hello and make plans to attend the special motocross school conducted by Tim Saturday, September the 6th

$ MOTOCROSS $
MAMMOTH MOUNTAIN
MOTOCROSS
SEPTEMBER 6 AND 7 1969
PRESENTED BY
High Sierra Motorcycle Club
See Gary Bailey in his last ride before leaving for Europe

No. for this event	Div. Jr.	Div. Sr.	Class

DO NOT WRITE IN THIS SPACE

Name _____
Street _____
City _____ State _____
Age* _____ Riding No. _____
Make of machine _____
CC _____ Engine No. _____
Club _____
Sponsored by _____

Under the rules set forth by the High Sierra Motorcycle Club, I hereby agree to conform to and comply with the rules governing this contest, and I further agree to hold blameless the High Sierra Motorcycle Club, their respective officials, servants agents lessees, local management, entrants, track owners, property owners, and first aid attendants for any loss or injury to myself or property, in which I may become involved by reason of participation in this event. I do also agree to assume whole responsibility for any personal or property damage which I may initiate and/or incur. My signature on this entry blank, certifies that I have read this form in its entirety and that I agree to all of the above.

*If entrant is under 21 yrs. of age, NOTARIZED signature of parent or guardian is required.

Signature of entrant _____

NOTARIZED Signature of parent or guardian

MAIL ENTRY TO: High Sierra M.C., Box 482, Mammoth Lakes, Cal. 93546
OFFICIAL MAMMOTH MTN. MOTO-X 1969 ENTRY

BAY MARE PRESENTS **COMBO-CROSS SEPT. 14th**
35 Riders to Vegas
Plus Wife – Friend – Girl

RACE 70 People Go FOR LAS VEGAS
Special Vegas Trophies

★COMBO-CROSS
1/3 MOTOCROSS – 1/3 GP Course
Fun for TT – Desert – Motocross Riders
NO MUD

★ 3 RACES Per Class
Jr. & Sr.
125 – 250 – 500-Open
ACA Cards
AMA Accepted
CMC

1st 2nd 3rd 4th 5th

WIN $71.99 Value Trip for Two
3 days 2 nights in Vegas

2 Trips for every 6 entries in the Sidehack class

6th Place and back HOOLIGAN
For all classes for 5 added trips

Mail Entry to Bay Mare Fun Thing 6605 Desoto St. Canoga Park, Cal.
$5. Post Entry
$10. at the gate
$1.50 Kids FREE

The Race with Racers in mind

3 days 2 nights for 2 at Lucern or Flamingo Capri plus $50 bonus book for – meals – drinks – shows – gambling

Fun for all, all for fun

ALL TRIP CERTIFICATES PRESENTED – AFTER RACES

$2519.65 Worth of Trips
For info. call Dave (213) 348-3349

SAT., SUN., SEPTEMBER 20-21st
CAMPOUT by Golden Banner M.C., 4937 Marysville Blvd., Sacramento, Cal. 95838. Info: 922-6448.

ROAD RUN Overnighter by Oxnard M.C. Info: (213) 860-2055 or (805) 487-4080.

SHORT TRACK by Valley M.C. at Cycle Land Speedway, Cal. AMA Sanct. Sign-up at 7 p.m. racing starts at 8:30. Ride or watch $1.50. 14 miles So. of Chico at Hwy. 99 E and Gage Shippe Road.

SHORT TRACK by Sacramento Trackers M.C. at Sacramento Raceway, Cal. AMA Sanct. Practice and sign-up at 6 p.m. first race at 8.

SUNDAY, SEPTEMBER 21st
MOTORCYCLE RACES by Rainier Sportsman's Club at Rainier, Wash. Rodeo Grounds. Hwy 507 between Yelm and Tenino. Special race for Mini's. Pract. 12:30 p.m. first race at 1 p.m.

TT RACES at Tijuana, Mex. Autodromo. All classes. Sign-up closes at 11:30. First race at Noon. Three miles past Agua Caliente Track.

ROAD RACE. AFM Championship at Carlsbad Raceway, Cal. Mail entry to: AFM S.D. Chapter P.O. Box 3371, La Mesa, Cal. 92041.

ATTENTION Motorcycle Clubs – Be sure to send Cycle News notice of your coming events and we will list them in this department free. Tel. (213) 427-7433.

MOTOCROSS. Third in CMC Anniversary Series. Carlsbad, Cal. Six race series alternating each week between Carlsbad and Saddleback Park. Greeves Griffon to series winner. Post entry $10. Mail entry $5 to P.O. Box 1334, Huntington Beach, Cal. 92647. Info: (714) 539-3328.

SCRAMBLES at Saddleback Park, Cal. Saddleback Sanct. Info: (714) 639-5832.

FRI., SAT., SUN., SEPT. 26, 27, 28th
BIKE AND BUGGY SHOW. By Northridge Rotary Club. Info: (213) 588-4551.

SAT., SUN., SEPT. 27 and 28th
ROAD RUN. Redwood Tour by Napa M.C. Rain or Shine. Info: (707) 224-6167.

SATURDAY, SEPTEMBER 27th
SHORT TRACK by Sacramento Trackers M.C. at Sacramento Raceway, Cal. Sign-up at 6 p.m. First race at 8 p.m. AMA Sanct.

SUNDAY, SEPTEMBER 28th
MOTOCROSS. Fourth in CMC Anniversary Series. Saddleback Park, Cal. Greeves Griffon to series winner. $10 Post entry. $5 mail entry to: P.O. Box 1334, Huntington Beach, Cal. 92647. Info: (714) 539-3328.

MOTOCROSS at Hellonahill Raceway. 30 Miles East of San Diego, Cal. on Hwy. 94. Second in three race series. American Eagle Moto cross bike to series winner.

BENEFIT RUN for Rancho San Antonio Boy's Town by Hi-Way Kings M.C. AMA Sanct. Start at Santa Monica H-D, 12418 Santa Monica Blvd., L.A., Cal. Info: (213) 246-9206 or (714) 522-4752.

SAT. & SUN., OCT. 4th and 5th
INDIO GYPSY TOUR by Pacific Coasters M.C. Finish and Sign-in at Natl. Date Festival Fairgrounds, Hwy. 111 Indio, Cal. 125 trophies, AMA Tour awards. Info: (714) 274-3755.

SUNDAY, OCTOBER 5th
TT SCRAMBLES at Tijuana Auto Dromo. All classes, sign-up closes at 11:30, first race at noon. Three miles past Agua Caliente Track.

ROAD RACE. AFM Motorcycle Gran Prix at Orange County Intl. Raceway, Cal. Info: (714) 838-3588.

MOTOCROSS by Bay Mare Cycle Assn. Bay Mare, Cal.

MOTOCROSS by K.C. Trail Blazers at Poso Park, 18 Miles N. of Bakersfield on E. side of Famoso Junction. Hwys. 99 and 46. Pract. at 8 a.m. Sign-up closes at 9:15. First race at 10 a.m. AMA Dist. 35 points. 125, 250 and Open Junior and Senior classes only. Info: (805) 746-4058.

SATURDAY, OCTOBER 11th
FLAT TRACK, 8 Mile Natl. Championship at Ascot Park, Gardena, Cal. Info: 323-5055.

SUNDAY, OCTOBER 12th
MOTOCROSS. Fifth in CMC Anniversary Series. Carlsbad Raceway, Cal. Two more races to go in series alternating between Carlsbad and Saddleback Park. Greeves Griffon to series winner. Post entry $10. $5 Mail entry to P.O. Box 1334, Huntington Beach, Cal. 92647. Info: (714) 539-3328.

SHORT TRACK by Sacramento Trackers M.C. at Sacramento Natl Raceway, Cal. Sign-ups and pract. at 9 a.m. First race at Noon.

SHORT TRACK by Sacramento Trackers M.C. at Sacramento Natl Raceway, Cal. Sign-ups and pract. at 9 a.m. First race at Noon.

MOTOCROSS by Side Hack Assn. at Bay Mare Ranch. Al Burnett Memorial Race. Proceeds to trust fund for the Burnett children. All classes plus special Side Hack exhibition.

TRIALS by Pacific Intl. Trials Society. at Cycle Hills near Uvas Dam, Morgan Hill, Cal. First of four trials series. Entries to: PITS Registrar, P.O. Box 2272, Menlo Park, Cal. 94025.

AMA NATIONALS

September 6-7, 1969, Sat. & Sun.
125 MILE NATIONAL CHAMPIONSHIP ROAD RACE, Sears Point Raceway, Sears Point, California. Gordon Martin.

September 14, 1969, Sunday
25 MILE ONE-MILE DIRT TRACK NATIONAL CHAMPIONSHIP, Agajanian Ent. Inc., Old Sacramento Fairgrounds, Sacramento, California.

September 21, 1969, Sunday
OUTDOOR SHORT TRACK NATIONAL CHA[MPIONSHIP] **CANCELLED** Speedway, Lincoln, Neb., Jerry Biskup & Jim Adams.

September 28, 1969, Sunday
135 MILE NATIONAL CHAMPIONSHIP ENDURANCE RUN, Meteor M.C., % Lou Mahon, 1124 Kaighn Ave., Camden, N.J. 08103, Southern New Jersey.

September 28, 1969, Sunday
HALF MILE DIRT TRACK NATIONAL CHAMPIONSHIP, Mar-Car, Inc., Fairgrounds Speedway, Oklahoma City, Okla.

October 3-4, 1969, Fri. & Sat.
HALF MILE DIRT TRACK NATIONAL CHAMPIONSHIP (Night) Agajanian Ent., Inc., Ascot Park, Gardena, Cal.

October 5, 1969, Sunday
150 MILE NATIONAL CHAMPIONSHIP ENDU[RANCE RUN] de Bombers, 2542 **CANCELLED** erside, Cal. 92509 Mojave Desert, Barstow, Cal.

October 19, 1969, Sunday
155 MILE NATIONAL CHAMPIONSHIP ENDURANCE RUN, Mid-West Enduro Team, P.O. Box 22444, St. Louis, Mo. 63126. At Potosi, Missouri.

November 9, 1969, Sunday
125 MILE NATIONAL CHAMPIONSHIP ENDURANCE RUN, Hayward M.C. 3800 Depot Rd., Hayward, Cal. 94545, Upper Lake.

Crestline M.C. SEPT. 1st
European Scrambles
FOOD * CAMPING * FACILITIES
ALL EVENTS RUN 1Hr.
District 37 Point Run Deadmans Point
FREE Adult Refreshments at 3 p.m.
5 EVENTS
0-100cc Nov. – Start 7 a.m.
0-100cc Am/Ex. – 8:30 a.m.
250cc Nov. – 10 a.m.
250cc Am/Ex. – 11:30 a.m.
Open Nov. – 1 p.m.
Open Am/Ex. - 2:30pm
Bushes & Rocks will be marked

Ascot MOTO PROFESSIONAL CROSS
Parking 25¢ for Bikes
3 Readable # Plates
ADMISSION $3.50
All proceeds to AMERICAN MOTOCROSS TEAM FUND (to help Americans become World Champions)
$1,000 purse
Gates Open 7:00 a.m. Pits Close 8:30 a.m.
ASCOT PARK AUG 31
First Race 10:30 am
CLASSES 125 – 250 – 500 Jr. 250 – 500 Sr. Pit Gate – Entry Fee – $4.00
Ascot DISCOUNT COUPON
18400 S. Vermont-Gardena
Easily Reached – Just Off Harbor & San Diego Frwys.
50¢ OFF PER PERSON
AUG 31st RAIN OR SHINE

AFM Orange County International Raceway
ALL PRODUCTION ROAD RACE
AUG 31
3 – 1 hour – 201-1000cc Production Races
2 – 45 min. – 0-200cc Production Races
Gates Open 8 a.m.–First Race 11:30 a.m.–Admission $2.50

Aug. 31 - Saddleback Park
Motocross
Gates open 7:30 a.m. – First event 11:00 a.m.
CMC Membership Required – $2.00 per year
Spectators FREE Parking FREE Programs
To Overall Winner a NEW Greeves Griffon
GREAT BRITAIN
At Each Event Cash for Experts
Championship Trophies for Juniors
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Fontana, Cal.
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(CMC membership required)

"America's Weekly Motorcycle Newspaper"

You'll Always See It FIRST in CYCLE NEWS

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VOICES OF THE WEST

HOW ABOUT A HEMET TRACK?

I have 160 acres of mountain land near San Jacinto (Hemet area) and wish to contact motorcycle clubs which are interested in establishing a racetrack. The lay of the land will possibly permit both a rugged cross country track of several miles and also a smaller track.

An excellent undeveloped campsite with a one-acre lake stocked with fish is also located on the property.

I have the construction equipment needed for development, and will consider all propositions.

Your advice will be appreciated. Please contact the undersigned.

kenneth h. siedelman
1349 W. 135th Street
Gardena, California 90247

COMMENT: Many good motorcycle clubs are interested in establishing race tracks. Your property sounds as if it may be suitable for a motocross course. Motocross is the most popular form of racing now. Clubs, please contact Mr. Siedelman direct.

BIKE LIKING BROTHERS

I am writing to ask for your help. Recently, two of us Franciscans have tried to solve the transportation problem at the Seminary by asking for donations of motorcycles. We have contacted two willing donors but are awaiting final permission from our Superiors to receive the bikes. This is where the problem begins.

One of the main objections the superiors have to motorcycles is that they feel that bikes are not safe. The two of us working on this project hold to a different opinion. We believe that the street-riding of bikes is not inherently dangerous, provided that the machine is in good working order and that the rider is willing to learn properly, be properly licensed, uses good sense (not attempting to win the fame of a Gary Nixon on his first time out), and wears a helmet and faceshield. I have also gone to Motorcycle Underwriter's Insurance Company in Chicago for some statistics. We have also tried to collect as much information as we could from other sources and from the practical experience of bikers themselves. We have presented all of this to the Superiors but it has left them unconvinced. We need statistical help.

We are presently working on a theory to present to the Superiors. We propose that the rate of serious accidents in the age group of 16 to 21 is proportionately higher involving motorcycles than cars; the age group of 21 and over has proportionately fewer serious accidents involving cycles than cars. The problem is, however, that we have no statistical proof to back up our theory. Would you, sir, be willing to furnish us with some statistics from which we can demonstrate the validity of our theory? I realize that this is putting you to a lot of time and trouble. Any statistics with which you could furnish us would be greatly appreciated.

Once again, thanking you for your time and remembering you in my prayers, I remain

Gratefully yours,
FR. BRIAN PRZYBOROWSKI, O.F.M.
CHRIST THE KING SEMINARY
WEST CHICAGO, ILL.

ED NOTE: Roughly, your theory is correct. Accidents tend to decrease for the higher age groups, but it seems that people continue to be accident prone up to the age of 25. This includes all vehicle operators, and not just motorcyclists. The National Safety Council in Chicago informs us that the majority of the motorcyclists involved in accidents are under the age of 25, and in 1968 over 50% of all motorcyclists involved in accidents were under 20. And contrary to the popular belief, motorcycles show good experience as compared to cars. In 1968 motorcycles comprised 2.1% of the total vehicles registered in the nation. Yet they comprised only 1% of the total vehicles involved in accidents. That means that, when compared with other categories of the vehicular population, they had less than their fair share of accidents.

But let's look at your case more specifically. You are not statistics, you are Franciscan Friars. As such, you can be considered responsible, careful, and reasonable individuals. This reflects upon your ability to handle a motorcycle, just as it does your ability to dicipline every aspect of your lives. Motorcycles are not inherently dangerous! This is a fact, and with all respect to your superiors, it is a fact they must recognize above their negative sentiments and attitudes as non-experts in the field of motorcycling. A motorcycle is as safe as its operator, so unless your superiors have misgivings about your emotional stability and manual dexterity, they should have no worries about your operation of a motorcycle. So they can put aside the safety argument.

Once this argument is dispensed with, it is time to look at the positive aspects. A motorcycle is small, making it convenient to store and park. It is economical, and this is a fact that should impress any non-profit organization. It is respectable, just as those who ride are respectable. And it is healthy. Above and beyond the motorcycle's transportational value, there is nothing more invigorating and inspiring than a short ride on a summer evening or brisk autumn morning. Only those who have never ridden a motorcycle are unaware of its contribution to a sound body and tranquil mind.

BENCH RACE REPORT?

It is rather hard for me to believe that your reporters even attended the Jack Rabbits' European Scrambles on August 5th. Sounds to me like they just listened in to someone's bench racing.

First of all, regarding the 100cc Novice event; The last statement reads, "Coming into the finish, these three riders retained their positions." The riders mentioned were, Bob Fisher (who dropped from 1st to 4th position, because of an unexpected sandwash; we assume everyone else expected the sandwash, and took to the freeway? He then came in from the third loop in 6th place – you have left us in suspense, offering no excuse for this loss. We also don't know who finished last, and what their excuse was!) and Terry Gagnon who took over the lead by the end of the first lap. Our family mathematician has only counted 2 riders mentioned – not 3, the rider who won the race and 6th place finisher. I think probably 2nd, 3rd, 4th & 5th place finishers were trying just as hard as 6th place. Why weren't they even mentioned?

In the 250cc Novice event, not even the winner was mentioned. Or 2nd place man. Only the 3rd rider into the finish was reported. Sixteen year old David Tribb won that race on his 250 Husky that he had raced 3 other times. He had been riding the 100cc class on a Hodaka. The other 3 races, included one win, one 2nd place and one DNF because of a crash, but his achievements, have yet to be in print in your newspaper. He just won the 250cc Novice race at Hi-Vista today. Maybe you could find a little white space somewhere in your paper this week, to put this kid's name.

SHIRLEY LEWIS
Baldwin Park

JIM DAMRON DISQUALIFICATION!

There have been a lot of rumors flying around since the ACA newsletter appeared which stated that Jim Damron and Bob Speier who had won the 250cc class in the 2nd annual ACA production Grand Prix, had been disqualified because of illegal exhaust system.

I was invited by Wes Cooley to come to Willow Springs on June 28th and 29th to measure the engines of all winning machines and to check them over in general for possible violations of production rules. This also included having the riders remove one of the exhaust baffles to see if it had been cut off. When I checked Mr. Damrons baffle, I noted that it was straight through the center with no appearant blockage at all. When I mentioned this to Jim and his father, they stated that it was a new model and this is the way the baffle is made. Not being familiar with this particular baffle, I made a note on my report sheet for Mr. Cooley to check this with U.S. Suzuki and thought no more about it. Immediately after the news letter was printed, I received a call from Mr. Damron wanting to know why I disqualified him. I knew nothing of the disqualification, but I assured Jim I would look into the matter as I have known both Dave and Jim Damron and their father since they started Road Racing and they are tough competitors but they are honest competitors and to be blunt about it, as good as those two boys ride, they don't need an edge. Apparently what happened is that Wes had asked his Technical committee to check on my notation so they had called U.S. Suzuki and asked if the 250cc X6R had a straight-through exhaust, and naturally they replied in the negative, believing him to mean no baffles at all, thus the disqualification. With the co-operation of a number of Suzuki dealers, U.S. Suzuki, all of which let me go into their parts department and check baffles at random as well as check machines on the floor, I satisfied myself that it was indeed a matter of 'lack of communication' and after notifying Wes of this fact (he himself had also checked into this and obtained the same results) the suspension was immediately lifted.

I should like to apologize to Jim and to Bob Speir, the owner of the machine if I inadvertently caused them any embarrasment and to U.S. Suzuki for any discredit which may have been cast upon their fine product. I personally do not accept the blame for the disqualification, but I fear that I did set the wheels in motion as my position was to be objective and if there is one thing I can be, it's objective. The next ACA newsletter will clear up the matter, but I would like for you to print this so that any and all who have heard the rumors will have the facts.

MIKE CAPALITE
Huntington Beach, Cal.

DEFENDS HIS "SAKI"

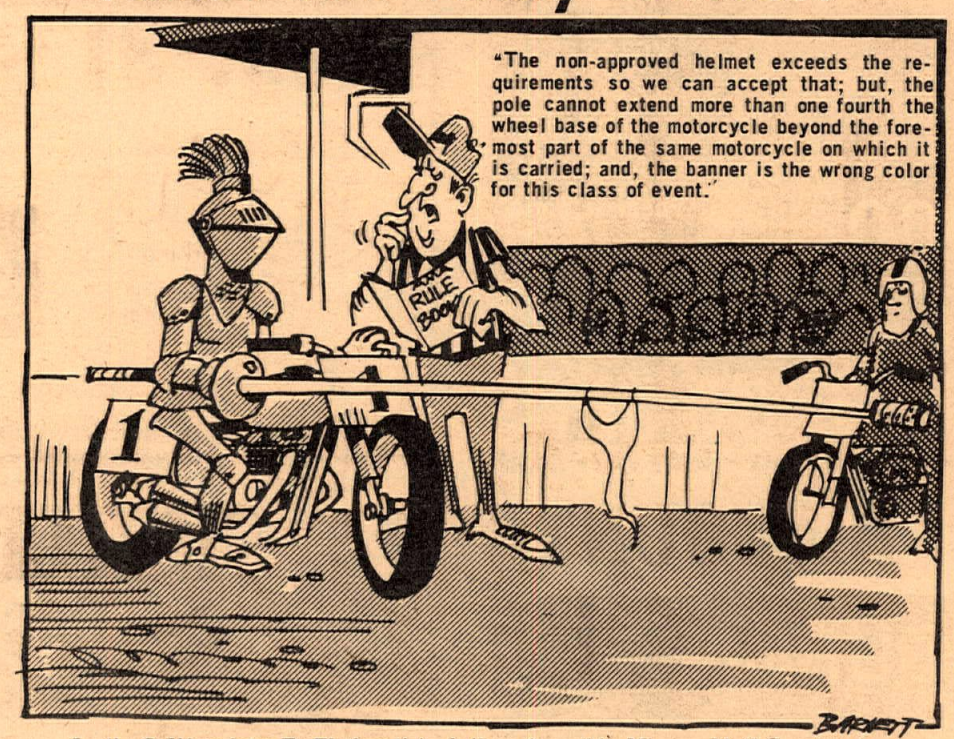
Just finished your latest issue containing the "Monster Bikes" and generally I must compliment your writers. However, I am compelled to take pen in hand and defend my own (and others) Kawasaki III!!

Your second sentence was the most descriptive and noteworthy; "It is almost in a class by itself." Your second paragraph states it "accelerates with the others." Well I SHOULD HOPE TO SHOUT IT DOES!!! And it goes right on by with ease! Are you sure one of those Triumph loving writers didn't stuff a potato up one of the pipes on that test bike you had?? Those drag times were terrible!! You did admit it had 8000 miles on it before testing so this might account for some loss of power although I know of some that run better with the more miles the guys put on them. I drag race mine constantly and go out of my way to track down big mouths and their Sportsters, Triumphs, etc. I know (as anyone who has ridden a Saki) it is the quickest production vehicle aviable today! I've run 12.83, 12.85, 12.89, E.T.s at Lions Drag Strip on three separate occasions and if that isn't fast and consistent, what is? And then as I was just beginning to feel like king of the roost at Lions, along came Tony Nicosia and blew me in the weeds with a 12.40 and 111 mph!! This was on July 4th at the all bike meet. And by the way, there were 14 other 500's there that day and they were all turning much better than your damn test bike. Most of them rode their wives and girl friends down to the track, hopped straight to the line and turned 99-100 in 13.1 or 13.2. I should mention also that Tony Nicosia promptly pulled all three heads to show everyone that it was strictly Box Stock! In fact the ports looked rougher than mine by far. Now how long are those cheatin' four stroke faces that still can't get into the 12s???

In the handling department you gave it an "A" which it certainly deserves. I'm

Continued on page six

Finish The Funny Winner!



Lodi, California's E. Ehrhardt took time from his Mimeo-Mail Service to compose this months winning entry in our Finish The Funny contest. Five Dollars and a hearty congratulations will be on the way to you shortly, E. Consolation prizes of absolutely nothing but our thanks go to: Bell's Motorcycle Sales, Ft. Worth, Tex., "Hold it right there till I call Columbus." Pat Dailey, Palos Verdes Estates, Cal. said, "Sorry Jack, Section 36-A states--Johnson passing sticks shall be used in desert events only." The Springer family from El Segundo, Cal., were the only ones to tie the number plate and caption together. They said, "Sorry Gary, that helmet isn't Z-90 approved." Chuck Martin, of Whittier, Cal., said, "But gee, all the damsels in distress are BEHIND the stands."

VOICE VOICE AND MORE VOICE

only a novice road racer but I've managed 1 min. 51 sec. lap times at Willow Springs. And then I eat my heart out as Dave Damron casually laps 1.45's hour after hour at the last 9 hour production race. I even clocked him on one lap at 1.44.5! A full 2-3 seconds faster than Roland Pagan's Trident. And I rate Roland as the best Triumph road racer ever! Dave Damron was so far ahead towards the end of the race that he pushed for the last 20 minutes and still almost won.

Now comes your statement about economy that fairly well gets my nose out of joint! You must have computed the gas mileage at the same time you were at the drag strip. I'm probably a faster driver on the streets than Joe Average and with close checking I average 34-36 mpg. Not the best but not bad for the performance you get. And your oil figures are really out to lunch! I always get over 450 miles to the quart and usually well over 500... I'll admit that before the guys at Temple City Kawasaki serviced my bike and put the oil pump adjuster nut on the reverse side, it did smoke bad and use more oil.

Regarding your safety comments, I must say I get your point about novice riders and a 12 second dragster, but on the other hand I feel that it does come on so hard and sudden that it is always reminding its rider of its potential. Most all the guys I know with a 500 have a great deal of respect for it and never screw it on unless the road is mighty wide and straight. Even then you damn sure don't leave it on very long! On the street I just plain enjoy cruising at 40 mph in 5th gear simply because it is so smooth and quiet. It's almost like an electric motor. My wife remarked that she couldn't even hear the engine on the freeway.

And in conclusion my friends, it must be remembered that Kawasaki did all that and still gave back 250's and $500.00 –$1,000.00 in change! In my opinion – "A very remarkable achievement indeed!"

You didn't even mention that C.D.I. ignition system that they upstaged everyone with. No points or timing adjustments to worry about. My bike always starts the first kick. In fact my wife (all 100 lbs. of her) can start it with her hand!

Only trouble is she hates to play second fiddle to a motorcycle!

BOB NELSON
San Gabriel, Cal.

RUSS WRITES TO THE SCOTTS

Thanks for the letter, the article and the bread. I have not yet heard about the AMA motocross at Ascot. Who is organizing that scene? I like the idea of part of the gate, especially the hinges. They're best! I can guarantee you that we will not turn down any donation no matter what race, religion, color or creed.

No I am not doing the 6 day trials. I have a bunch of races scheduled for that time, and races mean money, and money means food. Someday I would love to ride the 6 day, as I have heard so much about it.

Is Steve doing any speedway? I think I might try that if I can find someone who remembers I used to be able to slide on short track and TT's. Remember Prado? The good old days. When you start reminiscing about old times I guess you are getting old. I am now an old timer in the AMA with a 12 year membership. I just had my 22nd birthday and so did Cheri.

RUSS & CHERI DARNELL
Gent, Belgium

FLATTERY WILL GET YOU . . .

Thought I'd take a little time out for flattery to make up for the many letters you receive chopping your "out-a-site" newspaper. I've been reading it for over a year now and have always relied on your information. Some credit must be given to a weekly newspaper covering all areas of such a vast sport. I feel by reading your paper I'm always up on what's happening in cycling – Road Racing to Motocross. So next time you feel you have to ridicule CYCLE NEWS remember it's really the only publication that gives a damn about motorcycling.

MARC KRATZER
Claremont, Calif.

P.S. Your new road test issue was great.

EDITOR'S COMMENT: Thank you, Marc.

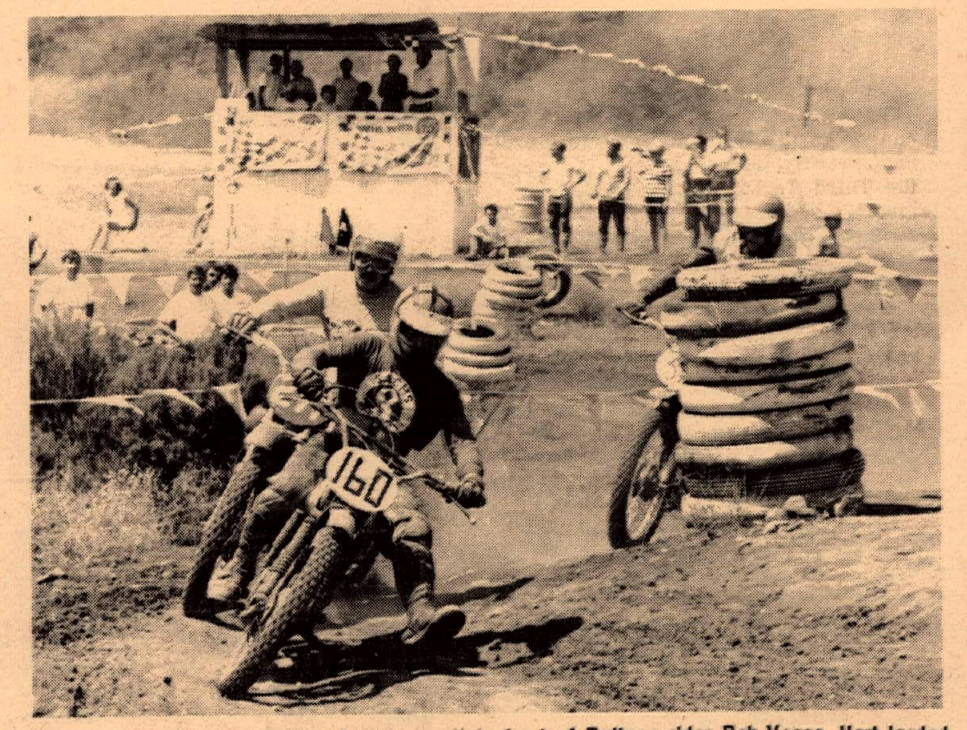
Hart, Rapp, And Petty Jump Off To CMC Lead

Mike Runyard digs up the berm in front of three others on his way to a second place in the 125 Expert class at the CMC Motocross in Carlsbad. Mike won one moto but was out pointed by Tim Hart.

By Greydon Maechtle
Photos By David Carman

CARLSBAD, CALIF. Aug. 24, 1969– The CMC's anniversary series of six motocross events got started with a bang Sunday at Carlsbad. A whopping total of 215 riders entered this first event and it was necessary to form three divisions each for the 125 and 250 juniors and two for the 500 juniors. The experts managed one class apiece and three motos were run per individual class and division, with a grand total of 33 separate races.

In the 125 Ex. first moto Tom Rapp (Bul) charged to the lead only to have his bike load up on the first lap. He ran slowly the rest of the way. Gene Cannady (Sachs) looked like he had second sewn up till his gearbox packed up on the last lap. In the next moto it was Tim Hart (Sachs), Mike Runyard (Sachs), and J. Creager on a Yamaha 1-2-3 all the way to the flag. The final moto saw Runyard get out in front and stay there. He was followed on lap one by Bultaco rider Vacca but Hart got past on the second lap and grabbed second place. Third was Vacca and fourth, Creager. Overall it was Hart, Runyard, and Creager.



Tim Hart plants a foot in the Carlsbad soil in front of Bultaco rider Bob Vacca. Hart loaded up in the first moto but came back to win the 125cc class by the end of the day.

Pattrick John De Benedetti tries it feet-up. Pattrick John won the 500 Junior Div. I on his Maico. Jim O'Neal on his C-Z won the other open Junior division.

The first moto for the 250 experts was a runaway victory for Tom Rapp (Bul). Kiyomaru Kato took second on his CZ. The next two motos were the property of Tim Hart (Mont.). He was followed to the flag by Rapp and B. Kulek (CZ) in the second moto and Jim West (Yam) in the third. The final outcome was Rapp, Hart, and West.

In the 500 expert's first moto Tim Hart (Mont) came home the winner followed by Preston Petty riding a Maico. Petty seems to have been inspired by this ride for in the next he wouldn't let anyone by, holding first for the win. Second was the Metisse-BSA of W. Axthelm and third M. Blackwell on a CZ. The final moto was just the reverse of the second with Axthelm going all out all the way to first and Petty taking a second. Hart, who had some trouble getting around in the early laps, finished third. The overall winners were Petty, Axthelm, and Hart.

A special added attraction of the day was a rider towing around about thirty feet of red, blue, and yellow course marking flags which he'd snagged during the early laps of this race.

There was one sour note sounded during the day. No more overnight camping will be allowed at Carlsbad since a few riders made the mistake Saturday night of riding on the TT and motocross courses. All in all the series seems off to a great start. A large number of spectators were on hand and the racing will no doubt get closer and closer as the series moves on.

(Results on page 26)

Jim Rice Takes BSA Three To National Win

SEDALIA MILE

SEDALIA, MO., Aug. 24, 1969 – Jim Rice put a British three cylinder in the winners circle at the 15 mile National at Sedalia, Mo., Sunday.

Rice was never headed and guided the BSA Rocket Three to its first nationally prominent victory.

An eight-rider crash in the eighth lap removed many top names from competition for the day. Among the riders involved were, Mert Lawwill, Cal Rayborn, Roger Reiman, Forrester, Larry Palmgren, Darrel Dovel, and Dan Haaby. No one was seriously injured according to our reports, but Lawwill and Rayborn suffered cuts and bruises and Roger Reiman's bike caught fire and was destroyed. Haaby and Lawwill didn't continue.

Duhamels engine dumping oil on the groove was given as a possible cause of the accident.

Bart Markel and Dick Mann retired with mechanical problems.

Word had reached Cycle News of a possible protest being lodged regarding starting positions and we will have detail on that along with picutres next week.

Don Castro won the Amateur race on a Triumph, followed by Ken Pressgrove an Dave Aldana, both on BSA's. The race was run on a track badly chewed by car racing the day before and attendance was held down by a 10 a.m. starting time.

(Results on page 26)

Jim Rice takes the first big one for the triples. Riding a BSA Rocket Three, Rice won the AMA 15 Mile National on the one mile track in Sedalia, Missouri. Here, Jim is crossed up at last month's Santa Rosa National.

ASCOT M-X TROPHY PRESENTATION PARTY

Trophies for the Aug. 31 Ascot Motocross will be awarded at a party at the Gardena Elks Hall at 7 p.m. Sunday. Helmets by Champion will be given to each of the 5 class winners.

MOTOCROSS AT AQUA BARN

Professional motocross racing is coming to the Pacific Northwest as the Seafair City Motorcycle Club presents the Third Annual Pacific Coast Championship Motocross on September 7, 1969.

This year Seafair City M.C. has combined their highly successful Pacific Coast Championship AMA Sportsman Motocross with the thrills and excitement of the best AMA professional motocross riders.

This event has been planned with both the rider and spectator in mind. The entirely new motocross race track is located on the beautiful rolling green pastureland of the Aqua Barn Ranch, 2 miles East of Renton, Washington on the Maple Valley Highway.

This ideal race location features the most desirable riding course and the best spectator viewing of any track in the Pacific Northwest. In addition to the fine track, there is lots of parking space, clean restrooms, concession stands, and a cool green picnic area.

Professional riders will be anxious to divide up the $1,200 purse, for the under 250cc and 300cc to 500cc AMA professional classes. The sportsman riders will be vieing for 50 gigantic trophies in the 125, 200, 250, and 500-Open classes. All of this racing action is slated for Sunday, September 7, with practice scheduled for Saturday, September 6.

Post-entries will be available if there is room in classes. Competitors interested in entering the race who have not received a pre-entry form may write Seafair City M C, P.O. Box 3268, Federal Way, Washington 98002.

CALIFORNIA NATIONAL ROAD RACE IN SEPTEMBER

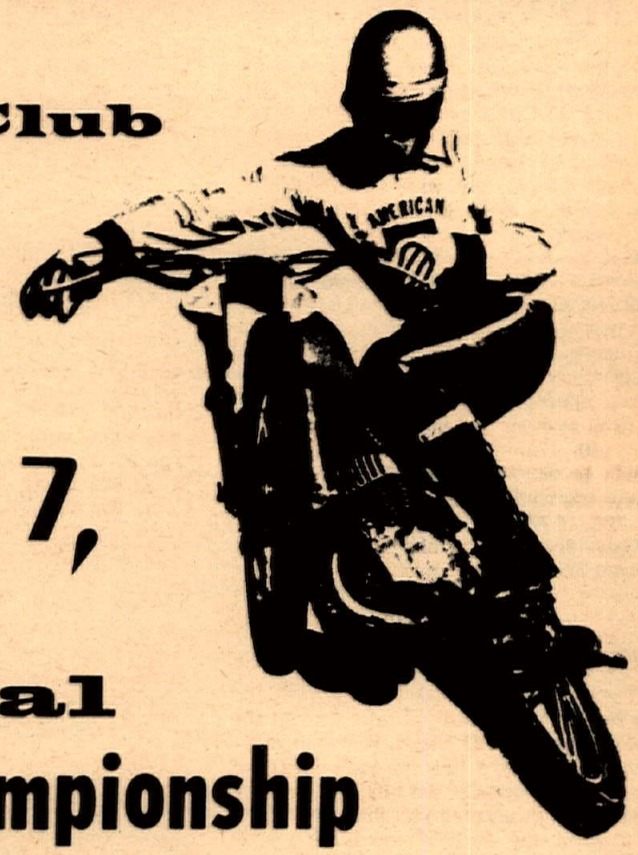
An added highlight to the two days of racing is that the entire show will be filmed by Paramount Studios and used as the feature portion of the new movie starring Robert Redford and Michael J. Pollard. The film is titled, "Little Fauss & Big Halsey" with a March or April release.

All fans attending the Sears Point races on the 6th and 7th will appear in the film as much of the film footage will center on the crowd in the grandstands.

Fans will also get a close-up look at both Pollard and Redford as they will be entered in both expert races. Both will be aboard Yamaha 250's and 350's with action footage starting four days before the actual race weekend and continuing on through the actual two days of racing.

The Sears Point track is located east of San Rafael and South of Sonoma and West of Napa and Vallejo.

Seafair City Motorcycle Club presents



SUNDAY, SEPTEMBER 7,

3rd Annual

Pacific Coast Championship

MOTOCROSS

AMA Professional $1200 Purse •
AMA Sportsman 50 Trophies

DONATION: ADULTS $2.50
CHILDREN UNDER 12 $1.00
RACING STARTS 11:00 A.M.
FIRST PROFESSIONAL MOTOCROSS 2:00 P.M.

RAIN OR SHINE

THE RACE YOU ASKED FOR IS FINALLY HERE

PROFESSIONAL MOTOCROSS

PROBABLY THE MOST SPECTACULAR RACE YOU WILL EVER SEE, FEATURING SOME OF THE NATION'S MOST EXCITING EXPERT RIDERS.

THE RACE WILL BE HELD SUNDAY, SEPTEMBER 7TH, ON A NEW THRILLING MOTOCROSS COURSE LOCATED ON THE BEAUTIFUL ROLLING GREEN PASTURELAND OF THE AQUA BARN RANCH, LOCATED JUST 2 MILES EAST OF RENTON ON THE MAPLE VALLEY HIWAY. A PERFECT SETTING FOR THIS KIND OF EVENT.

EVERY CONSIDERATION HAS BEEN MADE FOR THE SPECTATOR'S COMFORT, INCLUDING:

PARKING • REST ROOMS • CONCESSION STANDS • PICNIC AREA

SO PACK A PICNIC LUNCH AND BRING THE FAMILY TO ENJOY THIS MOST BEAUTIFUL . . . AND EXCITING . . . RACING EVENT.

Cut out & send in

Seafair City M/C
"The Leading N. W. Competition Club"

ENTRY BLANK

NAME _____ PHONE NUMBER _____
ADDRESS _____ CITY _____ STATE _____ ZIP _____
AMA NUMBER _____ EXPIRATION DATE _____
AMA PROFESSIONAL LICENSE NO. _____ MAKE OF MOTORCYCLE _____
SERIAL NO. _____ NUMBER PLATE NUMBER _____
DISPLACEMENT CLASS _____ (For entering two classes, use another form)

"I hereby agree to conform to and comply with all the rules governing this contest in connection with the COMPETITION RULES OF THE AMERICAN MOTORCYCLE ASSOCIATION, and I further agree to hold blameless the AMERICAN MOTORCYCLE ASSOCIATION, the CONTEST COMMITTEE, the LOCAL MANAGEMENT, and TRACK OWNERS OR LEASEES for any loss or injury to myself or property in which I may become involved by reason of participation in this contest."

Signature of Rider _____

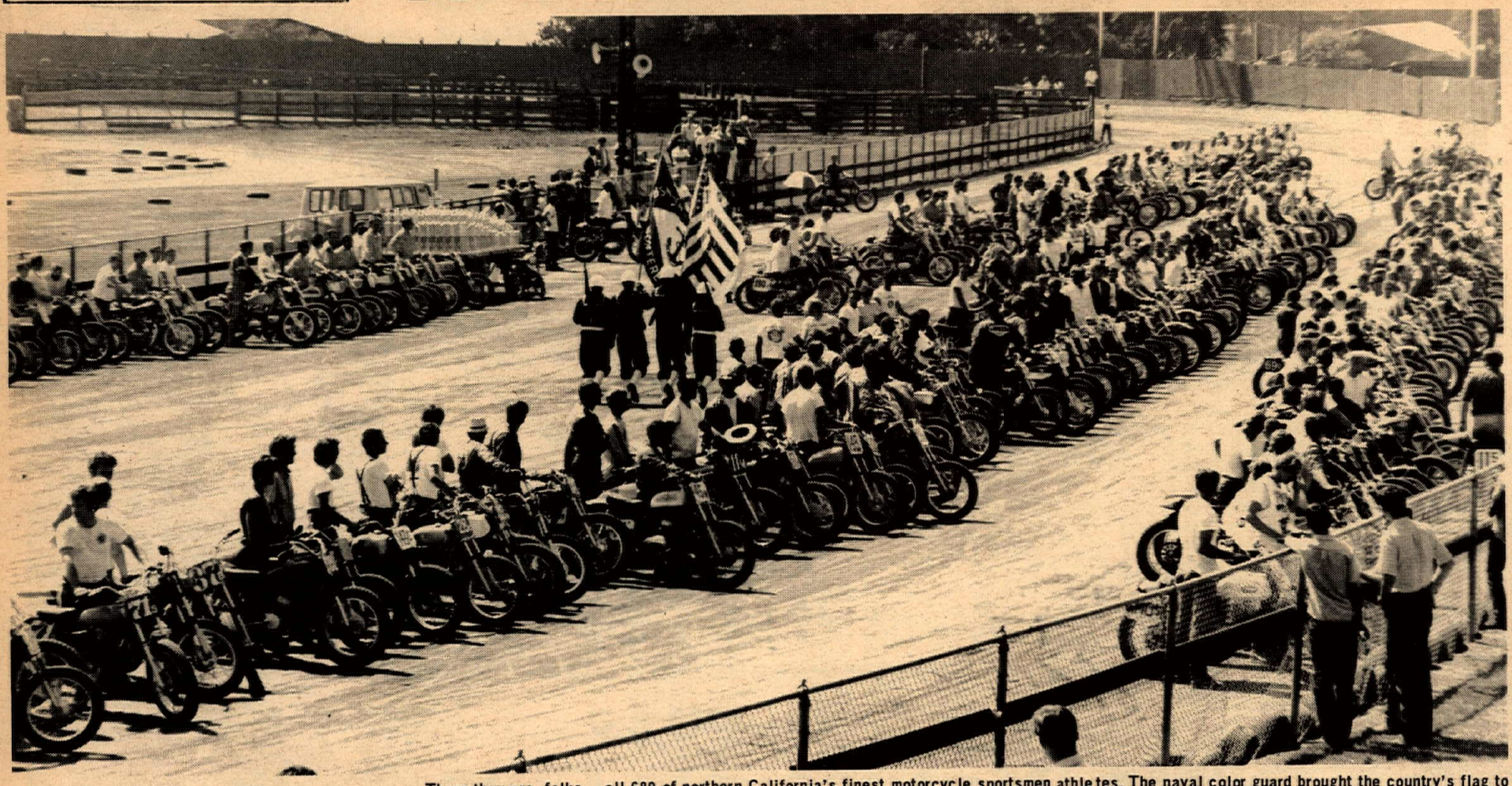
Rider must have notarized entry blank if under 21 years of age.

Signature of Parent _____

Notary _____ Date _____

Mail Entries to: Seafair City Motorcycle Club P.O. Box 3268 Federal Way, Washington 98002

SALINAS WORLDS LARGEST



There they are, folks... all 689 of northern California's finest motorcycle sportsmen athletes. The naval color guard brought the country's flag to the California Rodeo Fairgrounds. Enormous trophies may be seen on table in background left of center. Perfect weather graced the show. Motto of the Salinas Scrambles is "We race that others may walk."

By Chuck Clayton

SALINAS, CAL. AUG. 24 – "The Salinas Elks are number one in California, thanks to the Ramblers Motorcycle Club," said publicist Joe Johnston. Over the years the Salinas Elks Club donated $100,000 to the fight against cerebral palsy. Most of the money was raised through co-sponsoring the annual Salinas Rodeo Fairgrounds Scrambles along with the local Ramblers M.C."A lot of handicapped kids owe their lives to the motorcycle racer," Johnston concludes.

This year 689 riders lined up in front of the pit gate before dawn, their vans and pickups, cars and trailers stretching around the fairgrounds for nearly a mile. Preliminary races began at 11 a.m. and weren't completed until nearly 4 o'clock. Then came the mains.

Cut to 4 laps each because of the huge entry, the main events all resembled gigantic trophy dashes as the cream of California's District 35 and 36 competitors screamed around the smooth, 9/10 mile, two-jump TT track. A crowd estimated at 5,000 got their dessert first as 19 sidehacks led off the post-intermission program. Dave (Crash) Roesch and Terry Benge of Tujunga and Glendale, Calif. far outclassed the three-wheeled competition with their H-D rig. But Northern Californians Richard Brown and Dick Baton brought their 500cc Matchless unit in for first "lightweight" honors.

Then Allen (BSA) Kenyon and Rick (Tri) Otto met to do battle in the 650 Expert Main. Kenyon had won the giant perpetual trophy last year and Otto owned it the year before. This time in was the blue-clad Kenyon and his silver bike in front all the way, with Otto riding almost tandem on the slick, narrow groove.

Local boys made good in three classes, to the roaring delight of the hometown partisans. Gary Smart, riding a motocross Montesa cappra-tured the 500 Amateur main, another Montesa with Steve Pestrone aboard nabbed the 250 Amateur and Ivan (Bultaco) Shigemasa took the 200 Amateur, all from Salinas.

With top northern Expert Paul Johnson recovering from an injury, the 250cc Expert class was up for grabs. Al Kenyon grabbed it the first running. But two riders had gotten off in the first turn, out of Starter Dick Dolan's sight. A protest was lodged and the experts agreed to a rerun. This time Yamaha pilot Harry Dring of Oakland led the pack with Kenyon pushing hard, trying to crowbar an opening. Kenyon got off in turn two and remounted to finish dead last. It was one that Salinas fans will argue for months to come.

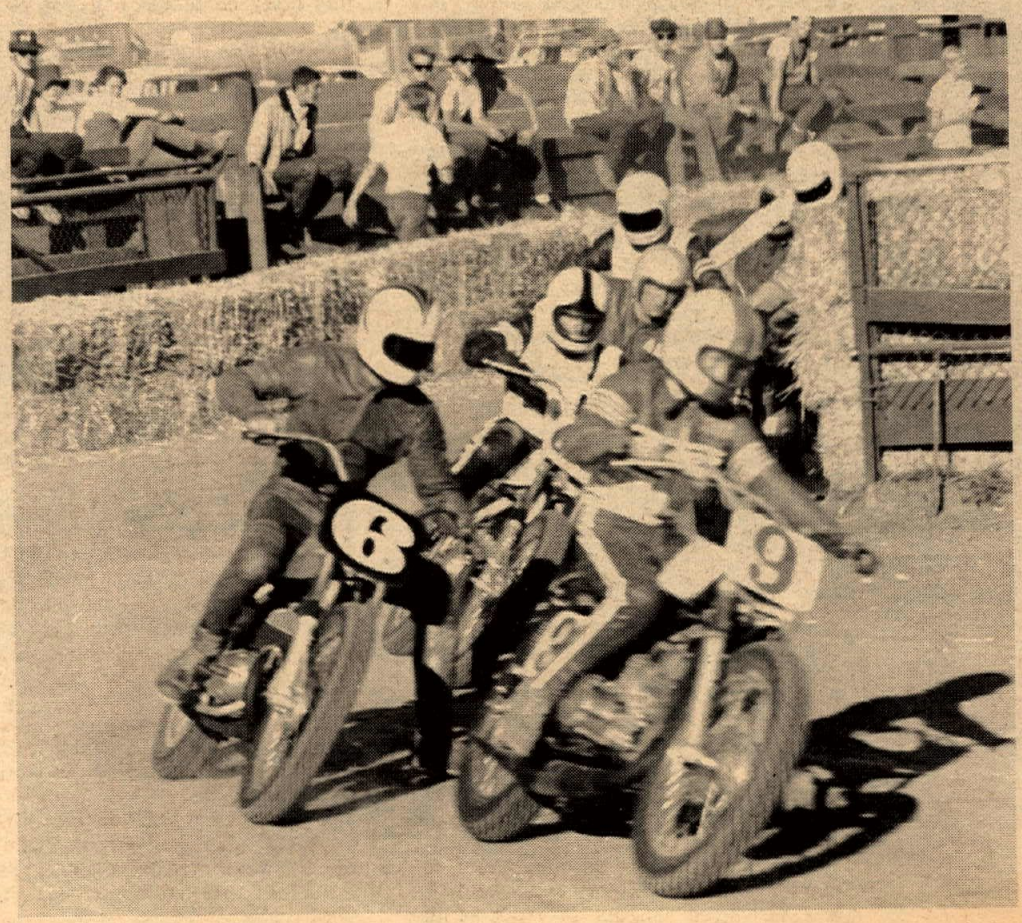
Fleshing out a program that offered something for everyone, the wheelie contest was a close battle between Russ Powell (BSA Victor) and Gary Dillard(Honda). First Powell rode the rear wheel the length of the straightaway and halfway around turn one. Then Dillard topped it with a trip 3/4 of the way through the turn. Powell remounted and unicycled nearly all the way around the turn and Dillard nearly matched it.

Every year the Salinas Scramblers grows a good deal bigger and the track and officiating gets just that much better. Next year the Elks have announced that "Wide World of Sports" will cover the event. It's gotta be the biggest closed-course sportsman shindig since Catalina.

(Results on page 27)

Pete (77) Marchand and Steve (56) Loyal mix it up in some of the close racing that Salinas is famous for. Both were trophy winners in the 250cc Novice class.

Steve (4d) Spence trophied in the 650cc Amateur final. Although the track was fast and a little bit dusty, the ambulance only moved twice (nothing serious).



Bruce (6) Texiera tries the difficult outside groove around Kenny Roberts in the 250 Expert Main. He made it, too!

SPORTSMAN SCRAMBLES

Greg (127) Rondy won the 650cc Amateur class with a very rapid ride.

Harry Dring crosses it up on way to winning the 250 Expert rerun.

Speedway Motorcycle Races move indoors for Sports Arena Show

LOS ANGELES, CAL., Aug. 30 – Speedway motorcycle racing makes a determined try at becoming "big league" Saturday night, August 30th, when a 24 event racing card will be presented indoors for the first time at the Los Angeles Memorial Sports Arena.

Speedway racing, known in pre-World War II days as "short track", has experienced a phenomenal revival in Southern California during the past year encouraging the American Legion and Great Bear Enterprises to sponsor races for three weeks.

Two reigning champions, Rick Woods of Huntington Beach, who is the U.S. Speedway Champion and Sonny Nutter of Culver City, California Champ, are both entered along with a strong field of veterans from other fields of motorcycling sport.

"We have witnessed the tremendous popularity of Speedway racing at Orange County Fairgrounds and Whiteman Park," declared producer Peter Palmer of Great Bear Enterprises, "and feel that this is the time for the sport to move into the realm of a major attraction."

Roster of entrants will include Stu Morley and Jack O'Brien, Topanga; Sammy Tanner, Wilmington; Swede Savage, Santa Ana; Larry Heinselman, Culver City; Mike Konle, Granada Hills; Johnny Carter of Woodland Hills and many more Speedway aces.

The first event will be on Saturday night, August 30th. The second show will move to Sunday night, September 7th, returning to Saturday night, September 13 for the final show at the Sports Arena. All races start at 8:35 p.m. Tickets will be $3.00 and $4.00.

Motorcycle STRONGLY with Cycle News

It's Sloan At Kearney Bowl

By Tim Thomas

FRESNO, CAL., Aug. 9, 1969– The Pathfinders races on Saturday night seemed to be run in mass confusion. The different size classes were not only mixed up but so were the rider classes. This, combined with the less than excellent Starter, had most of the riders in an uproar.

To get on with the races, little Darrel Smith caught the early leaders of the 100cc Amateur class, Steve Baker and Gary Maulden, sleeping to sweep them both in one turn and go on for the win.

The 250 Novices again got to follow Tim Tomlinson's Montesa home. Tim should be an Amateur before long. They had better watch out because this boy rides like anything but a Novice.

Steve Snider brought his Bultaco home first for the third straight time last night in the 250 Amateur. He should be an Expert soon and shouldn't have much trouble adjusting to it.

One fellow who didn't have much trouble adjusting to the Expert class was Ken Hale. He's taken a first and two seconds in his first three Expert rides. He took a close second behind the nation's top Class C Novice, Tod Sloan Saturday night. Heat race winner Mike Middleton could only manage a fast closing third after a poor start. Mighty Mike Lane made one of his rare appearances here and took a third in the 125 Expert and fourth in the 250 Expert.

Jon Schaffer ran into tough luck in the 500 Amateur. Jon won the heat race decisively only to have the main started with the starter standing right in front of him. It wasn't Jon's night as while he tried to make up lost ground Stan Sibley fell in front of him and Jon had to leave the track to avoid him. Meanwhile back in the race, Don Harrel moved up from a bad start to take the win.

Wayne Sumner rode a borrowed BSA to an easy heat race win but got a bad start in the main. Tod Sloan took an easy win with Wayne working through the pack to take second.

Something has to be done about the starter here. Sometimes there would be a rider three lengths in front of the others when the race was started.

John Green Joins Sacto Winners

By Steve Rooney

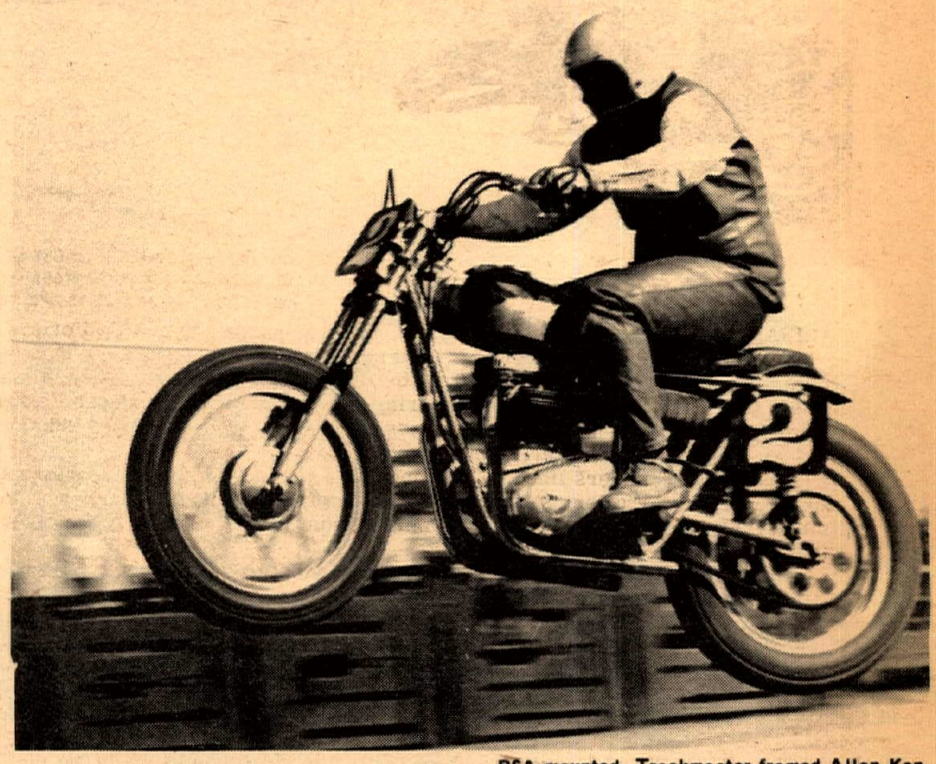
SACRAMENTO, CAL., Aug. 16, 1969 – John Green, of Carmichael, entered the exclusive circle of winners of the 250 Expert class during Saturday night's Short Track Motorcycle races at Sacramento Raceway. Green becomes the fourth man to have won a main event in this hotly contested class. Ralph Waldman, of Fairfield, has taken every main event he has participated in much to the sorrow of the other 250 Experts. Waldman has a total of six wins. George Carter of North Highlands is the only other multiple winner, with two victories. Ron Davies, of Mill Valley, has taken the main event one time and now Green will join him at the five yard handicap line. Milan Vickers, Sacramento, made his best showing of the year in the class riding to second place ahead of Dan Davies, San Rafael. Green, had a lead of almost a straightaway when he received the checkered flag. George Carter and Tim Fitzgerald, Sacramento, rounded out the top five riders.

Paul Minor Jr., Sacramento, won both his heat and the main event to overcome a field of thirteen riders and take home the first place trophy. The win assures Minor of maintaining his current point lead in the 250 Amateur class. Rich Dashiell, Santa Rosa, had to overcome a fourth in a heat race and just made the main by virtue of his placing in the semi, to take second behind Minor. Hal Johnson and Ron Materi were third and fourth.

Other main event winners were; 250 Novice, Wayne Davis, Santa Rosa; 200 Amateur Expert, Steve Lazzarini, Martinez; 200 Novice, Bob Leamenr, Fairfield; 125 Amateur Ray Barnhill, Folsom; 125 Novice, Bill Byrd, Carmichael; and 100 Novice, Bill Trumbull, Fairfield.

Racing will continue next Saturday night August 23rd.

(Results on page 20)



BSA-mounted, Trackmaster framed Allen Kenyon got his name on the enormous perpetual trophy again. Once more and it's his for keeps.

PROFESSIONAL RACES SET FOR SAN JOSE, PETALUMA AND DIXON IN SEPTEMBER.

AMA professional racing will be held at the San Jose half mile Labor Day with Petaluma Fairgrounds set for Saturday night September 6 and then to the Dixon Fairgrounds September 13. Petaluma and Dixon are short track events.

FIRST ROAD RACE NATIONAL AT NEW SAN FRANCISCO COURSE

The first time Sears Point national road races will take place on the North side of the San Francisco Bay area on Saturday and Sunday, Sept. 6 & 7.

ACA Short Track Points Race Wide Open

EL TORO, CAL. Aug. 20, 1969 – With Mark Kruse apparently out for the season with a cracked shoulder blade after his fall last week in the 250cc short track main event, it looks as though it might be a toss-up for the championship this year. Last year's Champion, Randy Ellis, is coming back strong, and he is a constant front runner. Jimmy Raymond also has a good chance of winning the 250cc short track championship this year.

Randy was able to take a double win Wednesday in the 250cc short track by taking the trophy dash and the main event, but not without some real competition from Devon Sowell. Devon led quite a bit of the ten lap Main Event and had trouble only on the last couple of laps in the west turn, letting Ellis pull ahead for the win. Jim Peterson is back in good shape again after healing his pulled ligaments and finished in third place, with fourth spot going to Jimmy Raymond.

The 500cc short track Main Event winner was Al Smith. Al is a top contender for the championship in the TT but on his first outing in short track came away with a pretty easy win. Randy Ellis, Triumph mounted, took a second place from a dead last start, but the ten laps weren't quite enough to present a real challenge to Al Smith on his BSA.

An upset was seen in the 125cc short track main event when Carl Nyers on his Hodaka pulled out in front of the pack on the last lap just barely nosing out Gary Scott on his Cimatti. Third place went to Scott Autrey on his Yamaha. The trophy dash TT events were evenly distributed, with Jimmy Raymond taking the 125cc event, Ray Vanderpool the 250cc and the 500cc going to Gary Jones. The main event winners did not have such an easy time of it. Steve Nichols on his Yamaha had a tough time beating Jimmy Raymond, Ray Vanderpool and Mike Payse in the 125cc TT main event. The 250cc TT main event was a real battle between Montesa man Raymond and Bultaco mounted Vanderpool, with Mike Hannon also on a Bultaco giving both of the front runners a tough time throughout the entire event.

Riding a Bultaco his first time out, Russ Shull, an outstanding motocross rider, really surprised some of the TT boys in the first several laps by running in front. However, he had some trouble making the tight left and right hand smooth corners.

In the 500cc TT main event Gary Jones, the trophy dash winner, really got a bad start and had quite a few problems finishing in sixth position, with Ray Vanderpool and Jimmy Peterson, both on Triumphs, fighting off the persistence of Payse and his Greeves and Al Smith on his BSA.

The ACA short trackers and TT riders will have a go at it again next Wednesday night with the first event getting under way at 8:15 p.m., and sign-up closing at 7:30. With only three more points events left in the season and no one with a wide spread, the competition between the top runners is increasingly keen.

CLUB GUIDE

Listing in this department is free, contributed as a service to CYCLE NEWS readers and motorcycle clubs. As a result we have to rely on the motorcycling public to advise us when listings are erroneous or out of date. If you discover a discrepancy in this department, please write or call us to set it right.

CLUB PLEASE NOTE: SEND YOUR INFORMATION C/O CYCLE NEWS/CLUB DIRECTORY P.O. BOX 498, LONG BEACH, CALIFORNIA.

IS YOUR CLUB LISTED HERE?

ACE OF CLUBS of Los Angeles M.C. Meets 1st and 3rd Fri. of every month except Dec. (1st Fri. only) 8 p.m. Club Address: 11106 Oak, El Monte, Calif. 91731

A.M.A. (AMERICAN MOTORCYCLE ASSOCIATION) National sanctioning body. Address: Worthington, Ohio. Membership $2. one year.

AMERICAN CYCLE ASSOCIATION, for all riders in speedway, motocross and road racing as well as enthusiasts. If you would like to compete or be associated with racing in the capacity of course personnel, contact the A.C.A. office, P.O. Box 247, Fullerton, Calif. or call (714) 528-4290.

AMERICAN MOTORCYCLE SERVICE ASSN. (AMSA) Emergency road service for motorcycles. Dues $15 per year. 11520 San Vincente Blvd., Los Angeles, Calif. (213) 465-4780.

AMERICAN FEDERATION OF MOTORCYCLISTS (AFM) Promotion and organization of road racing, motocross and other forms of motorcycle sport. Non-racing personnel always welcome. Chapters in Las Vegas, Los Angeles, San Francisco, Santa Barbara, Reno and St. Louis, Mo. PO Box 213 No. Hollywood, Calif. 91603.

ANTELOPE RAMBERS M.C. of Palmdale, AMA chart. Meets every Tues. at The Sportsman, 11940 Ventura Blvd., Studio City, Cal. 91604. Info: (213) 761-6907.

ARIEL OWNERS M.C. California Branch. Info: Austin Munger, 550 N. Hermosa Ave., Sierra Madre, Cal. 91024, (213) EL 5-3607.

BAKERSFIELD RED TOPS M.C. Inc. Mailing address 327 Olive St. Bakersfield, Cal. 93304. Meets every Wed. at club house 119 Roberts Lane.

BARSTOW M.C. of Barstow, Calif. AMA sanct. Meets 2nd & 4th Thurs. ea. mo. at new address. Barstow Police Dept. Auditorium at 225 E. Mountain View. New mail address: P.O. Box 821, Barstow, California.

BLACK HAWK MOTORCYCLE CLUB – Contact Larry de Raad, 555 Alvarado St., Brisbane, Calif. Phone 467-2059 for meeting time and place.

BLUE BARONS M.C. 1315 South 41st Street, Tacoma, Washington.

BLUE MOUNTAIN M.C. P.O. Box 590, Hermiston, Ore. 97838.

BRUSH BUMS M.C. of Pomona, 2nd and 4th Mondays each month. Contact President Richard Dickens at (714) 629-3792 or Secretary Yvonne Knight at (714) 593-5057. Club Address: 2220 7th St., La Verne, Calif. 91750.

BMW CLUB of Northern California, 335 Paramount Dr., Millbrea, Calif. 94030.

B.M.W. CLUB OF SOUTHERN CALIFORNIA. Touring club for B.M.W. owners. Dinner meeting around the 25th of each month. Contact Bob Brown, 255 N. White St., Pomona, Calif. for membership information.

BUSHMASTERS INC. Dirt competition club. Meetings 2nd & 4th Thursday, 7 p.m. at The Banning Bowl. Info: Rich Walden, P.O. Box 921, Banning, Cal. (714) 849-8264.

CALIF. EAGLES M.C. INC. road club. AMA charter. Meets 2nd & 4th Thursday at members' homes. P.O. Box 5041, Long Beach, Calif. 90805. Call (213) 444-6577 for information.

CALIFORNIA RAINBOWS Road Club, AMA sanctioned. Address: 11152 Bunker Hill Dr., Los Alamitos, Calif.

CALIFORNIA GOPHERS MC of Prado Park, AMA sanc. Address P.O. Box 2575, Bell Gardens, Calif. Meets 2nd -4th Tues. of each month at Jack Rabbits Club House, 9143 E. Compton Blvd., Bellflower at 8:30.

CALIFORNIA TRAIL MACHINE ASSOCIATION. So. Cal. info from Bob Doke, 149 Apricot St., Oak View, Cal. 93022. Central Cal. info from Chuck Henry, P.O. Box 1508, Bakersfield, Cal. 93302. No. Calif. info. Don Keller, 4085 East Ave., Hayward, Cal. 94541.

CAL POLY PENGUINS M.C. Street/dirt motorcycle club. ASI Box 111, Cal Poly, San Luis Obispo, Calif. 93401.

CENTRALIA MUD SLINGERS M.C. c/o Glen Hedge, Rt. 3, Box 38, Centralia, Wash.

CHECKERS M.C., 1710 Magnolia Blvd., Burbank. Inquire at Smitty's anytime. "A chance to mingle with the best." Wed. nite, 8:30 p.m.

CLASSIC & ANTIQUE MOTORCYCLE ASSN., 808 S. Church St., Visalia, Calif. 93277. Frank Conley, Secretary. Dedicated to the restoration, perservation, and antique motorcycles. So. Cal. Chapter: F.W. "Rob" Robbins, 1000 N. Cambria Pl., Anaheim, Calif. 92801.

COACHELLA VALLEY M.C. AMA sanctioned comp. club. Meets every Wednesday. Address: 71-306 Hiway 111 Rancho Mirage, Calif. 92270.

COLORAMAS M.C. meet 1st Sat. of month at 8 p.m. Contact Frank Gerwat, 14263 Hoyt St., Arleta, Calif. 899-8329.

CONEJO TRAIL RIDERS, c/o Roy Colett, Pres., 3402 Calle Quesbracho, Thousand Oaks, Calif. 91360. Need reps from all trail clubs in So. Cal. to discuss state plans for trail and camp areas.

CRESTLINE M.C., P.O. Box B-D, Crestline, Calif. Info: (714) 882-1818.

CRUISERS M.C. of Santa Ana A.M.A. sanctioned. Meets every 1st & 3rd Tuesday at 16841 Lynn St., Huntington Beach at 8 p.m. For information call (714) 836-5546 or 893-2309.

CYCLE CLUB OF 1st BAPTIST CHURCH of Van Nuys. Meets every Thursday at 7:30 p.m. and Sat. at 1:00 p.m. Shop and maintenance facilities. Address c/o Richard Cohen. First Baptist Church, 14800 Sherman Way, Van Nuys, Calif.

DESERT M.C. An active desert competition club. Address: 12551 Scandia, Garden Grove. Phone (714) 897-3894.

DESERT CHALLENGERS M.C. For info write P.O. Box 741, Apple Valley, Calif. 92307.

DESERT CREEPERS Desert racing club mostly married, racing and camping enthusiasts. Potential members call H. Jackson (213) OL 6-4299.

DESERT FOX'S M/C Desert Competition Club. AMA sanction. Meets 1st and 3rd Thursday of each month at 7:30 p.m. at BDR Motorcycle Sales, Arrow Hwy, Azusa. Call Lloyd Powell at (213) 943-4697 for more information.

DESERT TURTLES M.C. INC. PO Box 146, Hawthorne, Calif. 90250. Family riders, desert competition club. AMA sanc. Novice riders welcome. Call (213) 676-7260.

DIST. 37 SPORTS COMMITTEE Contact President Bill Sloan at 814 Cobb Ave., Placentia, Calif. 92670 for information on meetins. Ph: (714) 528-3007.

DIRT DIGGERS NORTH M.C., Active competition club, meets every Monday 8 p.m. at the Whitefront, Rocklin, Calif. Mail address: P.O. Box 338, Orangevale, Cal. 95662. Phone (916) 988-3524.

DIRT DIGGERS M.C. AMA Sanct. FIM affil. Meets every Wed. at 8:30 p.m. at the Cliff House, 15145 W. Pacific Coast Highway, Pacific Palisades, Cal. Mailing address: 11759 Idaho Ave., Apt. 3 Los Angeles, Cal. 90025.

DUSTERS M.C. of Wilmington. AMA sanctioned. Meet Monday nights 8:00 at 23015 Catskill, Wilmington, Cal.

DYNA-MITES MC of El Monte, Calif. AMA sanc. Meets at 12359 Felipe, El Monte every Tuesday at 8:30 p.m. Mail address: 12359 Felipe, El Monte, Calif. Phone: GI 8-3567.

END DOES M.C. Meets 2nd and 4th Thurs. of month. For info. write Mrs. Lonnie Craig, 7923 Louise Ave. Northridge, Cal. 91324. Info: (213) 896-2541. (Girls Only).

FAR WEST M.C. Meets every Friday. For info. write: P.O. Box 3198, Eureka, Calif.

FOOTHILL HAWKS M.C. meets Thursday at 8:30 at 503 Whittier Blvd., Montebello 90640. For info call Fred 573-5495.

FOR SUTTER M.C. of Sacramento, Calif. Meets every Wednesday at 8 p.m. We need more active members. Address: 4085 Deeble St., Sacramento, Calif. 95820.

FOUR ACES M.C. Invite you to our meeting any Thursnight at 8 p.m. in the Field house behind the ball diamond, North Hollywood Park on Chandler St. Mail address: P.O. Box 922, North Hollywood, Calif. 91603.

GHOST RIDERS of Pomona, Calif., Road Riding Club. Meets 1st & 3rd Friday at 2231 Concord Ave., Pomona. Write E.D. Coleman, address same (714) 623-4676.

GOLDEN EAGLES M.C., 3501 Boher Ave., Santa Ana, Calif. 92703. Info: Al Sommers (714) 538-5330 or Jim Knight (714) 531-0166.

GOLDEN EAGLES M.C. of DALLAS, TEXAS, AMA sanct'd. Meets every Friday at 7733 Garland Rd. Info: (214) 358-5577.

GOLDEN STATE M.C. of Pasadena. Road Riders rep. H.W. Borden, 5406 N. Mapletree, Arcadia, Calif. Phone: GI 8-9388.

GREYHOUNDS competition club. Scrambles and desert Meet every other Wed. 8 p.m. at Saber Room, 1829 Empire St., Burbank. Phone 285-4466.

GRIP TWISTERS M.C. at Vandenberg AFB. Address: P.O. Box 968, Vandenberg AFB, Calif. Ph: (805) WA 2-4486 for membership information.

GRIPSTERS M.C. Competition club. P.O. Box 272, Placentia, Calif. Meetings Mon. nights 7:30, Chapman Hall, Placentia.

GROUNDSHAKERS M.C. a desert competition club. Las Vegas, Nevada. Meetings now and again, events irregular, no officers, but well organized when it counts. Address: 865 French Circle, Las Vegas.

GYPSY WHEELS M.C., Ridgecrest, China Lake and Trona, Calif. area. Family type road riders only. AMA chartered. Meets 1st & 3rd Wednesday nights of each month at Community Center. Naval Weapons Center, China Lake, Calif. Gate passes available for guest & visitors. All meetings open to public. Military riders welcome. Box 992, Ridgecrest, Calif. 93555.

HIGH SIERRA M.C. Competition Club, Box 482, Mammoth Lake, Calif. 93456. Meetings 1st Wed. of each month. Great cow trailing, high altitude, 7000 plus.

HI-HAT M.C. AMA sanctioned, dirt track competition club. We're 100% racers and happy to welcome any racing newcomer, or old hand. We meet every Tuesday night at 8:30 in Concord, Cal. For info or membership write Hi-Hats, P.O. Box 467, Martinez, Calif. 94520.

HI-JINX FAMILY M.C. Fun meets, competition and desert. Meetings held 1st & 3rd Thursday of each month at 20833 Siene, Lakewood, Calif. Visitors welcome, new members invited.

HI-BOOTS M.C. Combined Road and Comp. Club. Nebo Hall on Nebo Drive, LaMesa. Meetings every Tues. 8:00 p.m. Third Tues. every month is club social.

HILLTOPPERS MC INC. of Signal Hill, Calif. AMA Sanc. Meets at 2255 Cerritos, side entrance. Signal Hill, Thurs. at 8 p.m. Post Meeting, refreshment. Mail address: P.O. Box 1746, Long Beach, Calif.

HONDA LIMITED. Meets first Sunday of month, 4 p.m. at Warren Wilson Mtrs., 9000 Sepulveda Blvd., Sepulveda. For info contact Schandeney 894-9218. Road riding club, limited to Honda 250s and 450s and riders age 21 and over.

THE INVADERS Active desert competition club. AMA Sanct. Meets every Wed. 8:30 p.m. at 135 1/2 S. Dillon St., Los Angeles, Cal. Info: (213) 633-1043.

JACKRABBIT COMPETITION MC. Meets every Mon. at 8:30 p.m. at the Jackrabbit club house, 9143 East Compton Blvd., Bellflower (Just off Lakewood Blvd.)

JASPERS M.C., road riding club. Meets 2nd & 4th Mon. 7:30 p.m., at 30-1/2 W. California St., Ontario, Calif. (714) 986-3118.

KNIGHTS M.C. of Hacienda Heights. Meets 1st and 3rd Sat. of every month at 7 p.m. Mail address: 1760 Charlemont, Hacienda Height, Cal. AMA & RRC. Club phone (213) 336-0414.

KERN COUNTY TRAILBLAZERS M.C. A.M.A. Info: M.D. Greenlee, Star Route Box 609, McKittrick, Cal.

LAFAYETTE M.C. Races, meets, family fun and road runs. New members welcome! Call or write for info: Frank Gillespie, 254-3306. Address: 44 Orchard Rd., Orinda, Calif.

LANCERS M/C–Comp. club. Meets every Mon. 6 p.m. at San Mateo. For meetings and other info contact club at A&A Motors, 2176 So. El Camino, San Mateo, Cal.

LIGHTWEIGHTS M.C. AMA sanct. competition club Meets every 1st and 3rd Tuesday of each month. Floyd E. Lewis (Sec.) 5702 Parapet Street, Long Beach. Phone: HA 9-0405.

LIONS M.C., 4762 Cape May, San Diego, Calif. 92107.

LOMPOC SLO-POKES, Box 2177, Orcutt, Calif. AMA sanctioned. Phone (805) WE 7-5836.

LOS ANCIANOS M/C CLUB, 7109 Connestoga Way, San Diego, Calif. Contact Bill Steider (714) 286-3756 for further info. Desert club and Baja M/C trips. (Dirt riders only.)

LOS PADRES M.C. Inc. of Ventura County. AMA sanc. comp. club. Meets every Wed. at 6541 Ventura Blvd., Ventura. Pres: Art Carter, Secy. Frank Reasner.

LOST ANGELS M.C. Dist. 37 competition club. Meets every Thurs. 9 p.m. Info: (213) 768-1058.

LONERS no organization, no meetings, just guys and girls who like to ride cycles in Calif. and read Cycle News. Mailing address Box 498, Long Beach.

LOS BORRACHOS M.C. AMA sanctioned, meets 1st Sunday of each month, 10:00 a.m. Road riding club, mailing address, 669 Highland Drive, Ojai, California. Ventura area. Phone: 649-9469.

LOST COYOTES M.C., Lancaster, Cal. AMA sanc. Mail address 44738 E. Second, Lancaster, Cal. Phone (805) 942-6058 or (805) 942-7603.

LUCKY WHEELS MC. Road Riding Club. Meets 8:00 p.m. on first and third Friday of each month, at H-D shop, 1241 W. Holt St., Pomona. Ph: 633-5417. AMA & RRC. Pres: J.M. Jones – 983-2524.

LUCKY SPOKES M.C. Competition club. Brush Prairie, Wash. P.O. Box 77, Brush Prairie, Wash. 98606. Info: (206) 687-2178.

LUCKY FEW M.C. Road Riding Club. AMA chartered. P.O. Box HA, Los Gatos, Calif.

MAJESTICS M.C. of Bell Gardens, Cal. New members invited. Family road riders. AMA and RRC. Meet 1st and 3rd Weds. at 7 p.m. Info: 771-1716.

MARIN COUNTY MOTORCYCLE ASSN. of San Rafael, Calif. Meets at 8 p.m. every Mon. night at 2020 4th St. in San Rafael. Sportsman racing team and also road riders. AMA chartered. Mail address, Box 221, San Rafael, Calif.

MARY'S MEN M.C. of San Diego, Road Riding club. Meets 1st & 3rd Tues. of each month, at 4442 Glacier Ave., Family type riders only. AMA. Info: Roger J. Melanson, Pres., 7068 San Miguel, Lemon Grove, Cal. 92045. 465-1831.

MARRIED WHEELS M.C. Meets first Sunday of each month at 7:30 p.m. at Suzuki Sport Spot, 1241 Holt Blvd., Ontario, Calif. All married persons welcome to attend.

MASTER LINKS M.C. AMA charter. Desert competition club. Meets every Tues. 7:30 p.m. at 9143 E. Compton Blvd., Bellflower. Visitors weclome. Info: 892-3709.

MONARCH M.C. 901 N. LaBrea, Inglewood, Calif. Ph: 671-7609.

MONTEREY BAY RAMS M.C., of Monterey, Calif. Competition and trail riding. Info: John Brown, (403) 394-6601

MOTORCYCLE RACERS INC. National bargaining agent for Class C professional riders, owners & mechanics. Phones: (213) 678-7621, 423-7603. Write P.O. Box 5331, Long Beach, Calif.

NAPA M.C. Road riding club. AMA sanctioned. 713 Carolina Street, Napa, Calif. 94558.

NEVADA TRAILBLAZERS M.C. of Reno, Nevada. Competition club. AMA chartered. Points honored in District 36. Meets every Tues. night 8 p.m. at the Silver Cue Billard Parlor, 534 E. 4th St., Reno. Mail address P.O. Box 6075 Reno, Nev. 89503.

NOMADS COMP. CLUB meets 1st Sun. each month. Pres: Bill Jones WH 1-5716. Address: 10925 Colima Rd., Whittier, Calif.

NORWALK CENTAURS M.C. 12630 Whittier Blvd., Whittier. Meets 1st Thurs. of month, ride nights on other Thurs. Open for membership, visitors welcome.

100's M.C. of Azusa, Calif. AMA sanctioned, primarily desert competition club, 100cc riders and under.

OAKLAND M.C. Road & competition club. Meets every Wednesday at 1116 – 36th St., Oakland, Calif. 8 p.m. "Since 1907 devoted to safety and courtesy on the road."

OILERS M.C. Competition Club. Meets every Tues. night, 8 p.m. at 615 Fourth St., Coronado, Calif.

ORANGE COUNTY M.C. of Orange County, Cal. AMA sanc. Meets at clubhouse, Trask and Newhope, Garden Grove, Calif., on first three Mondays of each month. Mail Address: Trask and Newhope, Garden Grove, Cal.

OROVILLE M.C. of Oroville. AMA sanctioned. Meets 8 p.m. first Tuesday of each month in Municipal Auditorium, Myers St. Contact President Gene Frieze, 2708 Stauss Ave., Oroville, 95965.

OXNARD M.C. AMA road riding club. Meets every other Thurs. 8 p.m. at rear of Eagles Lodge, 4684 So. Saviers Rd., Oxnard. Info: 483-1590. Mail address: P.O. Box 1094, Oxnard, 93030.

PACIFIC COAST MC of South Gate. AMA sanct. Meets first Friday of each month, 8:00 p.m. and third Friday at 7:00 p.m. at South Gate Park Recreation Center, Room 2, RRC. Visitors welcome. New members always wanted. Inquire: 5931 La Beck, Bell Gardens. 773-6810 before 3. Captain: Jim Cleghorne, 634-2629.

PACIFIC COASTERS M.C. Road Riding club. Meets every other Fri., 7:30 p.m. 4236 Feather Ave., San Diego, Cal. AMA chartered. Info: 274-3755.

PACIFIC NORTHWEST TRAIL ASSOCIATION, organizing and encouraging English Trials in the Pacific Northwest. Annual membership, newsletter & decal $5.00. Info: Marvin Foster, Sec., PNTA, P.O. Box 131, Weston, Ore. 97886.

PALO ALTO M.C. of Palto Alto, Calif. 100% competition riders. AMA chartered. Sponsor of Northern Cal. dirt events. Meets every Wed. at 8 p.m. at C.A.P. Bldg., 1901 Embarcadero Rd., Palo Alto.

PASADENA MC of Pasadena, Calif. AMA sanc. Meets at 21 E. Howard, Pasadena, every Monday at 8 p.m. Post-meeting refreshments. Mail address: 21 E. Howard, Pasadena, California.

PERRIS VALLEY MC of Perris, Calif. AMA sanc. Meets at Perris Motorcycle track every 1st & 3rd Fridays at 8:00 p.m. Mail address: P.O. Box 371 or 472 Perris, Calif. Phone: 657-3678.

PICO RIVERA M.C. Desert riding and competition, meets every Wed., 8 p.m. Open for membership. Info: (213) 692-5248.

PLACERVILLE M.C., Competition, AMA chartered, meet 1st & 3rd Thursday of every month, 8 p.m. Info: Reeder's Saw & Tool, 561 Placerville Dr., Placerville, Calif. 95667.

PLAYBOYS M.C., AMA sanc. Jim Beach President, call for info at 564-4623.

POLKA DOTS M.C. INC. of Sacramento. 100% competition riders since 1953. AMA charter No. 1010. Meetings every Tues. at 8 p.m., 4555 Auburn Blvd. #10, Sacramento, Cal. 95841 (Mailing address same).

PORTERVILLE SPINNERS MC of Porterville, Calif. AMA sanc. Meets at Spinners Clubhouse, 1779 Crystal St., Porterville, Calif. every Tuesday at 8 p.m. Mail address: P.O. Box 1241, Porterville, Calif.

POWAY M.C. family road riders, AMA chartered. 13621 Frame Rd., Poway, Cal. 92064. Ph: 748-3290.

POWDER PUFF ASSN., AMA sanc. competition club for women. Meetings second Wednesday of each month. Call 865-2747 for information.

PROSPECTORS M.C. of Gardena, Calif. AMA & ACA sanctions. Meets every Tuesday 8 p.m. at 158th & Brighton, Gardena. Mailing address: 1651 Market St., Gardena, Calif.

RAMS M.C. AMA sanctioned. Meets 2nd and 4th Thurs. 8 p.m. at the Van Nuys Playground, corner of Van Nuys Blvd. and Van Owen.

REDMOND PIONEERS M.C. Meetings every Fri. night at 8 p.m. with the 3rd Fri. night of the month being a social evening. Club address: 4403 148th N.E. Bellevue, Wash. 98004; Publicity Directors address, 12854 111th N.E., Kirkland, Wash. 98033.

RIDGE RIDERS TRAIL CLUB, INC., Oakview, Calif. Contact President Bob Doke at 649-1960 for info. Club address: 149 Apricot St., Oakview 93022.

RIDGE RUNNERS MOTORCYCLE CLUB of Santa Cruz, Competition Club, AMA chartered. Meets 1st and 3rd Tues. of each month. For info write P.O. Box 121 East Santa Cruz Station, Santa Cruz, Calif. 95060, or phone (408) 426-4161.

ROAD KINGS & QUEENS M.C. Club meeting the first Sat. of every month. Married couples only. AMA sanc. Motorcycles 305cc and up. Call Marlene Lawson, Club Sec'y. for more info. (714) 627-1495. Address: 4762 Mission Blvd., Ontario, Calif.

ROAD RAMBLERS, Road Riding Club. Meets 1st & 3rd Sat. of each month at 11503 E. 214th St., Lakewood, Ca.

ROAD RIDERS M.C. INC. of South San Gabriel, AMA sanc. Meets at 3044 Jackson St. every Tues. 8:00 p.m. Mail address as above. Post meeting club run during activity contest. Shuffleboard & skill pool at clubhouse.

ROAD RUNNERS OF SANTA CRUZ, a road riding family club is accepting memberships. Meets 1st & 3rd Sat. of each month at club house on Scotts Valley Blvd., Scotts Valley, Cal. Meetings start at 8 p.m. Contact: 'Woody' Wood, 234 Manfre Rd., Watsonville, Ph: (408) 724-1982 or Santa Cruz Shop, 426-2875.

ROAD RUNNERS M/C a road riding family club. Meets every other Sun. Mailing address, P.O. Box 178, Fort Bragg, Calif. 95437.

ROGUE VALLEY RIDERS M.C. INC., 420 Crestview Loop, Grants Pass, Ore. 97526. Ph: (503) 476-2180 or (503) 476-4018.

ROUGH RIDERS of Hayward M.C. AMA sanc. dirt and road riding club. Meets every Thurs. at 8 p.m. Current membership openings. Contact us at 2524 Mission Blvd., Hayward, Calif. 94544. Phone: 538-2144.

ROUGH RIDERS MC of Paramount, Calif. AMA sanc. Meets at 8434 Harrison St., Paramount, every Thurs. at 8:30 p.m. Mail address: Rough Riders MC, P.O. Box 516, Paramount, Calif. Phone: ME 3-4368.

RED DOTS M.C. Meetings 2nd & 4th Wed. of month. For info. call (213) 255-8536. Mailing address: 2755 Dicturn St., L.A. 90065.

ROYAL RIDERS, M.C., INC., of S. San Gabriel, AMA Meets at 3044 N. Jackson St. every Tues. 8:00 p.m. Mail address as above. Post meetings club run during activity contest. Shuffleboard & skill pool at clubhouse.

SACRAMENTO TRACKERS M.C., 5032 Whitney Ave., Carmichael, Calif. 95608.

SAFARI TRAIL RIDERS M.C. Mostly dirt riders, 150 members, in existence for 3 years. Meets every 3rd Tues. at Lynwood, Cal. Rod and Reel Club. Info: 564-0107 or 865-1908.

SAGEHOPPERS M.C. Address: 2157 Edinburg Ave., Cardiff, Calif. Phone: 753-2907.

SAN BERNARDINO VALLEY M.C. AMA sanc. dirt competition club meets 2nd & 4th Tues. at Doug Douglas Motorcycles, 24769 5th, San Bernardino, Cal. at 7:30 p.m. Prospective members welcome.

SAN GABRIEL VALLEY M.C. AMA sanc. Meets every Thurs. 8 p.m. at 5343 Peck Rd., El Monte. Mail address: P.O. Box 813, El Monte, Calif.

SAN PEDRO M.C., desert & track competition. Meetings every 2nd & 4th Tues., 8 p.m., 1658 Morse Dr., San Pedro. Info: (213) 833-4451.

SANTA MARIA SADDELITES M.C. of Santa Maria, Cal. For club info. write to publicity chairman Stan Skinner, 408 A-W. El Camino St., Santa Maria 93454.

SAN RAFAEL M.C. Meets at Cycle Town, 116 Greenfield Ave., San Anselmo, Calif. Every Thurs. at 8:15 p.m. For further info call (415) 370-7630.

SALINAS RAMBLERS M.C. AMA sanc. dirt events. Contact Bob Wayman, 324 No. Main St., Salinas, Calif.

SANDBLASTERS MC of Ridgecrest. Meets every Thurs Mail address: P.O. Box 5709 China Lake, Calif.

SCRAMBLERS M.C. of San Fernando Valley. AMA sanc. Meets at Kolbe's Cycles in Reseda, 7514 Reseda Blvd. at 8 p.m. on alternate Tues. Info: (213) 345-7616 TT & desert.

SCRAMBLASTERS M.C. of Mint Canyon. A new club looking for members in the Newhall, Saugus area.

SIDEHACK ASSN. of So. Calif. AMA chart. Meets 1st & 3rd Mon. of every month at Vineland Gardens, 6159 Vineland, No. Hollywood, Calif. Meetings being at 8:30 p.m. Everyone welcome. For more info contact Gary Weber, Sec/Treas., Sidehack Assn., Tujunga, Cal. Phone: 353-8719 or 354-4966.

SIDE WINDERS M.C. Meets every Thurs. night at Inyo County Road, Trona, Cal. Info: (714) 372-4869.

SILVER CITY SCRAMBLERS M.C. Southern Nevada's oldest motorcycle club. Competition club for the discriminating rider. Meets 2nd & 4th Mon. each month. 716 Stewart, Las Vegas, Nevada. So. Nevada local racing info.

SILVER EAGLES M.C. Harley-Davidson road riding club. Meets Weds. 8 p.m. Olive Recreation Center, Burbank, Cal. Many runs and club events, visitors welcome. Info: (213) 887-7396 or 443-9555.

SILVER QUEENS M.C. of Las Vegas, Nev. AMA sanc., the only women's competition and road riding club in So. Nevada. Meetings every 2nd & 4th Tues. For further info call (702) 642-8066 or write P.O. Box 1591, Las Vegas, Nev. 89101.

SINNER'S M.C. of L.A., AMA sanc. Meets 1st Fri. night of each month, 3822 W. 183rd St., Torrance, Cal. Info: 323-5741.

SILVER EAGLES M.C., Road riding club, male members must own 1200cc full dress Harley-Davidson's. Meets each Wed., 8 p.m., Olive Recreation Center, Burbank, Cal. Visitors welcome. Info: Mac Sebree (213) 887-7396 or 443-9555.

SIMI VALLEY M.C. AMA sanct. competition club. Meets Weds. 8:30 p.m. at Winfield Lumber Co., Santa Susanna, Cal. P.O. Box 387, Simi, Cal. Info: (805) 526-3640.

SLED RIDERS M.C., desert competition & social. 1762 Camrose St., Anaheim, Cal. (714) 772-7937.

SOUTHERN CALIFORNIA MOTORCYCLING ASSN., Ellis Smith, 5849 Tanglewood, Lakewood, Cal. Ph: (714) 429-3557. Meets at 8:30 p.m. 1st Mon. each mo. Carter Hall in Norwalk Park, 12157 E. Sproul, Norwalk.

SO. CAL. M.C. Desert competition club. AMA sanct. Meets Weds. 8:30 p.m. Verdugo Park, Verdugo and California St., Burbank, Cal. Mail address: 7609 Whitsett Ave. Apt. #12, No. Hollywood, Cal. 91605. Info: (213) 372-2266.

SO. CALIF. ROAD RIDERS COMMITTEE, P.O. Box 2107, Alhambra, Calif. Meets 8 p.m. 1st Mon. each month, Prudential Savings & Loan (rear entrance) 1300 E. Valley Blvd., Alhambra. All road clubs invited.

SOUTHERN CALIFORNIA TRIALS ASSOCIATION, English Trials enthusiasts. Gary Stewart, Sec., 6521 Lenore St., Garden Grove, 897-7830.

SOUTHWEST MOTORCYCLE RACING ASSOCIATION Promotion of drag, motocross and road racing throughout Texas. SMRA 2507 TCU Ave., San Angelo, Tex. Info: (915) 949-1030.

SOLANO COUNTY M.C., AMA charter, trials riders. Address: 605 Wilson Ave., Vallejo, Calif. 94590.

SOCIAL RIDERS OF SAN BERNARDINO M.C., AMA charter, meet 1st Fri. of every month at 7:30 p.m., Cultural Arts Center, 11th & "E" Sts., San Bernardino, Calif. 92402.

SPARTONS M.C. of Woodland, Cal., "Friendliest Club on Wheels." AMA charter. Meets every Wed. at 7:30 p.m. at 53 W. Main St., Woodland. Mailing address: Sec'y. Deanne Toben, 131 West Woodland Ave., 95695. (916) 662-0340.

SPINNIN' SPOKES M.C. Family road riding club looking for members with machines over 250cc. AMA sanc. Meetings every 2nd & 4th Wed. at 15742 Bluebird Ln., Huntington Beach, Cal. Ph: (714) 893-6811.

SPORTSMEN M.C., 10067 Mission, Riverside, Calif.

SPOKE BENDERS M.C. Desert competition club. Meetings 2nd and 4th Wed. at 9 p.m. El Retiro Park, Hollywood Riviera (126 Vista Del Parque). Mailing address: P.O. Box 296, Lawndale, Cal. Info: (213) 371-7295.

STUMP JUMPERS M.C. INC. of Orange County AMA sanc. Desert, motocross and TT scrambles. Meets 2nd Tues. of month at 7:30 p.m. Info: Phil Patton, 1606 E. Potola, Santa Ana, Cal. 92701. (714) 541-8820.

SUNLAND SHAMROCKS M.C. of Sunland, Calif. AMA sanc. Meets every Wed. at 8:15 p.m. at Sunland Park Recreation Center in Sunland, Calif. First Wed. of each month is for club members only Mail address P.O. Box 515, Sunland, Calif.

TANDEMS M.C. of Gardena. Family fun club. Meet 1st Sun. of month 1:30 p.m. Mail address c/o Carol Schmidt, Sec'y, 516 E. 186th St., Gardena, Cal. (213) 323-2280.

TERRAPINS M.C. AMA sanctioned. Road Runs. Sec'y. Martha Palmer, 3211- 39th St., San Diego, Cal. 92105. Info: (714) 281-2150.

THROTTLE HOUNDS M.C. AMA sanctioned. Meets every Wed. at 7:30 p.m. in clubhouse at 534 East Chapel in Santa Maria.

T-T M.C. AMA sanctioned, competition club. P.O. Box FA, Westminster, Cal. 92683.

13 REBELS M.C. AMA sanc. since 1939. Street & competition club. Meet every Wed. 8 p.m. at Shell Motors, 3346 Century Blvd., Lynwood. 638-4864.

TRI-CITY M.C., meets 1st & 3rd Tues. of each month, 8 p.m., 510 4th St., Oceanside, Cal. 92054. Military & civilian family road rider club. Info: 722-8684.

TRINITY TRAILSTERS M.C. INC.–AMA sanct. meeting every Fri. night at 8 p.m. Kiser Bros. Cycle Shop. Mail address: Box 177, Willow Creek, Calif.

TWIN WHEELERS M.C., AMA sanc. Meets Thurs. 8 p.m. Stroube and Alvarado Sts., El Rio, Calif. Mail address 2701 Alvarado St., El Rio, Calif. 485-5201.

VALLEY TRAIL RIDERS ASSOCIATION, 13226 Keswick St., North Hollywood, Cal. 91605. Meets 1st Tues. of each month, 8 p.m., at Mission Hills Cycle Shop, 8730 Sepulveda Blvd. (at Parthenia), Sepulveda, Cal.

VEGAS VALLEY M.C. Meets 1st and 3rd Mon. Top quality competition club of scramblers and short trackers. Mail address Tom Jones, 6316 Evergreen St., Las Vegas, Nevada.

VENTURA & SANTA BARBARA COAST RIDERS. Meet 2nd & 4th Wed. of the month 8 p.m. at 1346 W. Poplar St., Oxnard.

VICTOR McLAGLEN MOTOR CORP. of Hollywood, Calif. AMA sanc. Meets at Washington & Main, 2531 So. Main St., Los Angeles every Tues. at 9 p.m. Mail address: 4853 W. 131st St., Hawthorne. Ph: 722-4651.

VICTORS M.C. Family oriented desert only comp. club. Meets every Sun. at races and last Wed. of month at various places. For info. call one of these numbers: (805) 527-4525 or (213) 340-8470 or (714) 496-9367.

VINCENT OWNERS CLUB of Southern California. Contact Bob Kountz, 5229 Sunset Blvd., Hollywood for info. Phone: 665-9559.

VISALIA RAMBLERS M.C., 718 Roosevelt St., Visalia, Calif. Meeting time 8 p.m. every Wed. night. For further info. call (209) 734-8622 (Dwain).

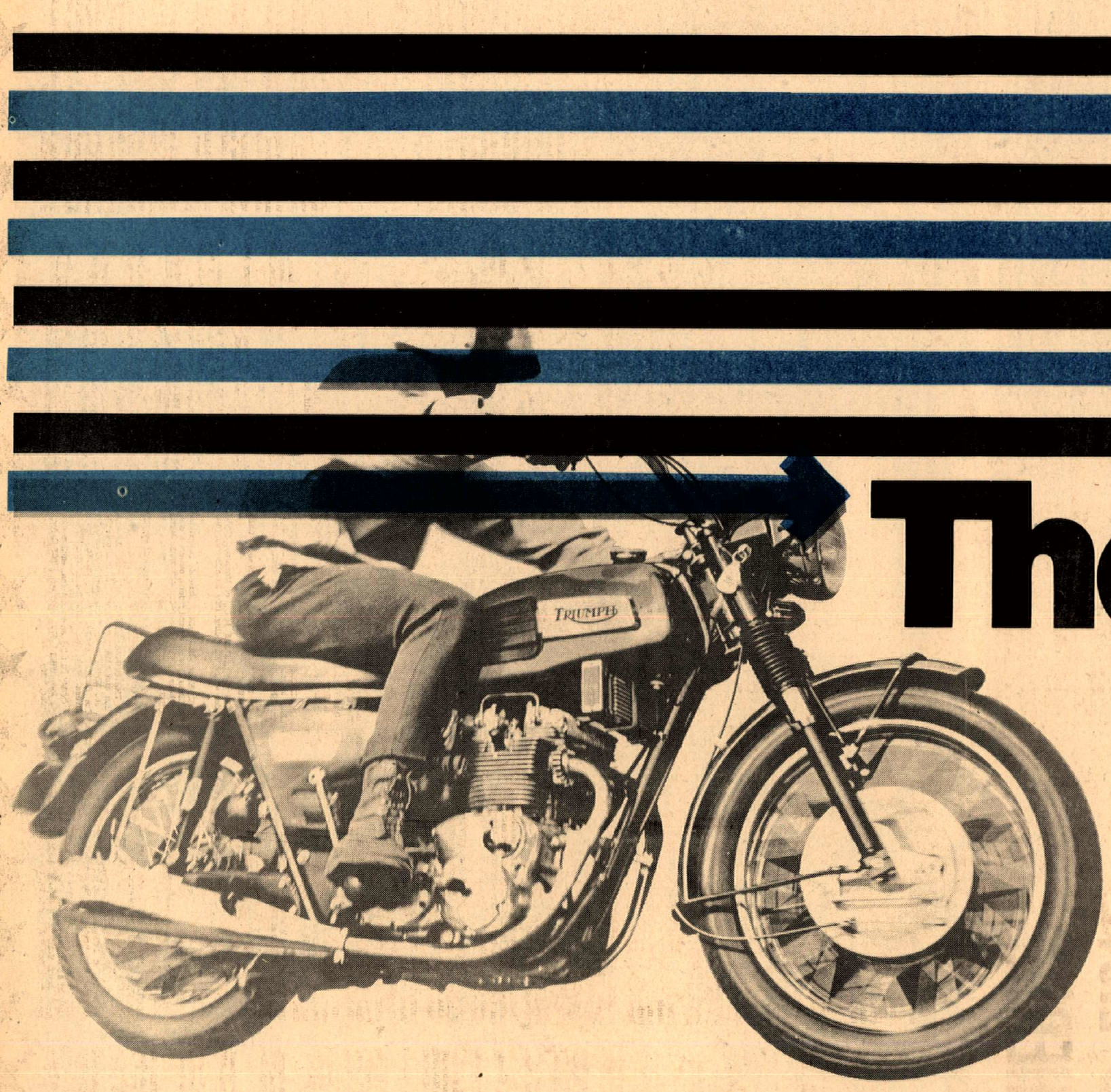
VISTA TRAVELERS M.C. of Vista, Calif. Road riding club; meets every Wed. at 7:30 p.m. at 823 Vista Way, Vista, Calif.

VIEWFINDERS M.C. AMA, Desert, TT and social. Membership limited to those involved with motion picture & TV films. P.O. Box 1672, Studio City, Calif.

WESTWOOD MOTORCYCLE RACING CLUB. Road racing and trials. Meets 1st and 3rd Monday, 7:45 p.m. Coquitlam Centennial Pavilion. So. Burnaby, B.C. Canada. All American riders welcome. Info: 299-6965.

WASSUK SCRAMBLERS M.C., the best Brush Jumpers and Rock Dodgers in Nevada, meet every Wed. night. New riders always welcome. If in our area stop by and bench race anytime. Box 872, Hawthorne, Nevada.

100's M.C. AMA chartered competition club. P.O. Box 15 Azusa, Cal. Info: (213) 332-4959.



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BONNEVILLE SALT FLATS SPEED WEEK

WATCH FOR FINAL RESULTS

Woods Takes Dash At Whiteman As Mike Bast Beats The Leaders In The A Main

By Mike Capalite

PACOIMA, CALIF., Aug. 23, 1969 - Upsets were the order of the day Saturday night at Whiteman Stadium as Rick Woods was aced out of the 'A' Main by young Mike Bast, brother of Steve Bast, who is the current point leader at Whiteman. In twenty-nine Speedway events sponsored by Dude Criswell this year, this is only the sixth time that Woods has failed to make the 'A' Main.

After logging the fastest heat race of the night at 56:04, Woods came up against Mike Bast in his Semi and Mike got the jump on him at the start and while Rick was giving it everything he had, Bast was doing the same thing and was able to keep the lead to the finish which earned him a position in the 'A' Main while Woods transferred to the 'B' Main by virture of his second place finish.

The fourth Semi had the crowd on its feet as Larry Heinselman, the only member of the Great Bear Racing Team to move into the semi's did battle with former Team member Stu Morley. Larry took the lead on the inside while Morley pulled a "Sammy Tanner" and took the high groove and passed him on the outside but Larry got a better drive coming out and they were side by side down the straight. This went on for two and a half laps and finally Heinselman was able to pull ahead enough to commander the track and choose his own line through the corner and he pulled away for the win.

In the Trophy Dash, Woods appeared to be determined to make up for his defeat in the Semi as he rocketed off the line into the lead with Sonny Nutter and Steve Bast running behind him in a battle for second spot. Bast and Nutter had a real go at it for two laps with the machines actually bumping each other in the corners as neither would give ground and each having confidence in the others cornering ability. Steve had a little advantage as he was on the inside and he finally pulled into the second slot but it was too late to catch anything but the dust left by Woods and Rick crossed the finish line all by himself.

The 'C' Main was all Jim Gresham's

The 'B' MAin showed the fans that even in this race Wood's was giving it his all as he started with a 30 yard handicap while Mike Konle, Norm Ellege and Stu Morley were ahead of him on the 20-yard line. With the starting flag, Morley took the lead with Elledge, Konle and Woods right behind him. In the second corner, Rick passed Konle, in the next one he whipped past Elledge and then set his sights on Morley. As he moved up beside Morley, Stu seemed to get a little extra fire and he hung it next to Rick for the next lap, but the result was inevitable as Woods finally pulled away to take the win.

Mike Bast, enjoying the advantage of a 10-yard handicap for the last time was able to take command of the 'A' Main and hold it all the way, in fact these riders were so closely matched that Larry Heinselman, Sonny Nutter and Steve Bast were so close behind that a blanket would have touched all of them at one time. Although not a spectacular race as far as passing was concerned, it was very spectacular in respect to riding and cornering ability.

Simi Valley's Hot Night Scrambles

ELSINORE, CALIF., Aug. 23, 1969 – It was still hot as the hinges of you-know-where Saturday night come the scheduled practice time, so Simi Valley postponed it about an hour to give riders a breather. The heat didn't help dispositions either. There was a fist fight, swiftly broken up, at the entry booth and two portests.

Steve Herrera protested Richard Carver's 50cc Yamaha but upon measurement the machine Carver won the class on was declared legal. Dale Hopkins protested Steve Nichols K & N-tuned Yamaha after the 100 class. Results on that one are pending as their group preferred a better way of checking the engine than what can be measured trackside at night.

Most classes ran one 12 lap race with two of the big bores going fifteen, a system of racing that is becoming increasingly popular as it cuts down the waiting around between heats or motos. The 100 Experts had more than their share of racing. They went at it hammer and tongs for twelve laps with Steve Nichols winning and Troy McKee doing a

Elsinore action shows Steve (2x) Nichols trying the outside against unidentified 316.

Then it was found that two Amateurs should have been in that race so they reran it later. This time McKee stayed upright and he and Dale Hopkins fought it out again but couldn't keep the lead from going to Nichols.

There was the usual good crowd of 125 Novices with Ray Martin (Yam) taking the win followed in by Jim Parker on his Sachs and Bob Millner on another Yamaha. Both the Parker boys are very happy with their new bikes and are doing very well with them.

One threat in the 125 Expert class was out with a crash at the top of the hill right at the start, George Omo. After he'd been taken into the infield the gang lined up again. This time Steve Nichols grabbed the lead and eventually the win but behind him Gary Bailey (Penton) and Al Baker (Yamaha), back out scrambling again, settled for second and third.

The 250 Expert class lost Larry Taylor in practice when he crashed hard when another rider went down infront of him. Plus loosing considerable skin, "You won't catch me out there without leathers again!" Larry also has a shoulder broken in several places. Super-fast Bob Frauenberger (Bultaco) took the lead with Steve Nichols (Yamaha) hard after him. Gary Bailey went out on lap one when the brake rod on his Greeves broke. Up from the Sand Diego area was Ray Vanerpool going like Jack the Bear along with Danny Carlton (Ossa) and once again, Al Baker. It was terrific racing and Frauenberger gave Nichols all the challenge he wanted but Steve emerged the winner.

The starter had his hands full with Rick Marquis and Jim Stein on the start of the 21"-Open Amateur fifteen lapper. Both of them jumped so badly they shot off the line and made one full lap while the starter waited patiently for them to return. They jumped again and were put back, both by this time very twitchy indeed. There wasn't enough room to turn them around backwards, the starting area being crowded but they had to start with their hands on their helmets. Marquis gave it a good go for a while but retired with engine problems. Perry Armstrong on a Triumph was up front and just wailing turning in one of his best ever rides but Stein on his CZ was determined and finally passed the big Triumph but the two of them put considerable distance between themselves and the others. Rich Kouns won the Novice version of that class on his dads' G-85 and a trailing rear brake rod for over half the race. One thing about the big singles, when you roll 'em off in a corner you slow down, a definate advantage in such a situation over riding a ring-ding!

After one of his pre-race naps, Gary Bailey and his Griffon won the Open Class after tailing Terry Dorsch (Triumph) around until almost the last lap, before passing him. Shades of Jeff Smith! Tony Denius (Harley) came through third on on the last lap followed by Jim Connolly (Greeves) and Dwight Harlow (BSA). Racing was over for the night.

We really had to forage for results and know there'll be discrepencies but we're sure that Simi Valley will come up with the correct ones once they have time to check them at leasure. It's pretty hard to get things straight when you don't get through 'til after midnight, so don't panic riders, if you find your name in the wrong place or not listed.

(Results on page 26)

Short Stroke

By Bill Blakeslee

"MINERT FIFTH"

American Chuck Minert has a fifth place already in his three race meets in England so far. Next race is in Belgium (this must be Tuesday?).

Minert has the enviable distinction of using a genuine "works" BSA. Brian Martin, BSA's competition manager, says this is like a reward for Minert's loyalty to BSA for over 20 years.

"BICKERS BOOZE"

Dave Bickers won a unique prize in a race in France (like it couldn't happen anywhere else). Over a quart a day for a year of his choise in wine, at least while in France.

"125's UNITE"

The one-two-five class is coming alive. Rumors of a CZ 125 are confirmed and Dave Bickers is to ride one, and he is trying for another to support him in the Ken Hall scramble on the 1st of September.

Two top riders are to be aboard the Dalesman-Puch, two more on Maicos and Arthur Browning on a new Diamond-Sachs. Don Rickman is trying for a Bultaco but the factory won't be ready until October.

Rickman claims it's faster than a 250 already and these little ones may kill the 250s. Interesting...125s in place of 250s and 360s in place of 500s. At least there would then be a reasonable difference in classes.

"JOEL BEATS SPANISH JINX"

Joel Robert proved the bogeyman ain't where it's at. He won the Russian G.P. to clinch his third world title and did it despite the jinx that goes with winning the opening round in Spain.

It was a hectic weekend though. He risked a ride in France on Friday, which he won, then started the trip to Russia. After missing connecting flights he drove the 2000 miles in time to beat his rival, Sglvain Geboers, to the title.

Geboers retired with a bum clutch but still finished runner up in the series. CZ one and two. Suzuki's Olle Petterson was third in standings. CZ filled the remaining places with the exception of Belgium's Marcel Wiertz on Bultaco in 7th place.

"LUCKY TOM"

Airborne Suzuki shown in photograph is the one-off Cheney/Suzuki. Held aloft by Tom Leadbitter who was the right man in the right place when the offer to ride this special was open.

Cheney is noted for his lightweight creations. he built this one for Suzuki around one of their genuine works engines. With it Tom went right to the front page but curiously enough little is heard of it lately. Underwraps, unnecessary competition or whatever the reason, its existence is a wonderful exercise in what a small uninhibited builder can do ...with the right talent and brains.

"CHP HAZARD"

I was stopped recently by the Highway Patrol which shed some light on the risky business of hauling your bike by trailer. Normally a small excess of the speed limit will be overlooked by the fuzz, at least that's my experience.

But with my bike on a trailer I was nailed immediately. And I mean I was only about three miles over the limit. I did some polite questioning and got illuminating logic. Unhappy over the boost in allowed speed for all trailers, they are cracking down on towers. Their dissatisfaction stemmed from the fact that the big heavy house trailers are permitted to go faster and this is definitely dangerous. It's not so much the light bike trailers that are a hazard but they are feeling the effects right alongside their big brothers.

Verbiscio Sweeps Richmond Three At Super Scrambles

Over 300 riders raced over the graded but cushioned Richmond track. No wonder it's called the Super Scrambles.

By J. Hutzler

RICHMOND POINT, CAL., Aug. 17, 1969 – Three hundred scramblers converged on Richmond Point, Cal. August 17 for the second Annual Super Scrambles.

2500 spectators saw Phil Anderson and Gary Newmann battle for first place in the 100cc main event. Newmann came out on top in a crowd pleasing race.

Ron Rima sent in a pre-entry form from Stockholm, Sweden and easily took his heat and main events in the 175cc class.

The 200cc class was won by Larry Batistoni. Larry put in one of the best rides of the day. Bill Trumble rumbled past 50 entrants in the 250 Novice class while Randy Lackey held off fast-closing Ron Stockman in the Amateur division. Bill "Biscuits" Verbiscio won the Expert class for the first of three big wins for him.

BSA mounted Pete Laskier won both the 500cc semi and main. He barely qualified because of mechanical problems and then had to work his way up from dead last. Brad Lackey combined with his American Eagle 405cc to beat out Ron Stockman in the Open Amateur class and then Bill Verbiscio took his second victory of the day in the Open Expert class. John Green tried to upset "Biscuits" plans without success.

In the Australian Pursuit race Verbiscio passed a fallen Harry Dring in the 42nd lap and took home a five foot trophy to cap his day's work.

A heavyweight rider braces for a jolt at the top of the jump. Even the spectators feet vibrate when a big bike slams into the ground.

TEXAS CYCLE CIRCUS SET FOR SEPT. 7

Motocross, Drags and Road Races will all fill the spotlight September 7 at Green Valley Raceway 10 miles northwest of Fort Worth, Texas. California hot shoe Tim Hart will be back to instruct a motocross school on Sept. 6 and the next day, Sunday, the students can put their lessons to real use in the motocross, which starts at 11 a.m.

At 1 p.m. the drags get under way, and at 2 the road races start. Virgil Davenport will be back from Bonneville with his Triumph Trident to take on Jody Delgado and his Honda 4.

Happening At Cycleland

By J. Noffsinger

CHICO, CAL., Aug. 16, 1969– John Grant appears practically unbeatable even when giving the other riders a 40 yard headstart. It simply takes him about two laps to pass all the others and then set the groove by himself. He easily won the 100cc scratch main, and the handicap main. John Allen appeared fully recovered from his nasty accident suffered at the Orland Fair races and took second, followed by another Palmero rider, Delmo Becker.

Dick Turner on his worn, tired Honda managed 3rd in the 200cc handicap final simply by riding harder in the corners than all others. Joe Allen on his blue Kawasaki took first, followed by the ever improving Dale, Wondergem on a Honda. Joe Allen also put away the scratch main by riding the outside in his usual fine and smooth manner. The Allen brothers, Joe and John are very popular, and each week have a rousing and voiceful audience in the stands.

Dave Veffredo, one of Chico's favorite and finest riders, rode after a long absence, due mostly to a stint in the military service. He rode a borrowed Maico, but had difficulty in the corner, and slid down on several occasions. It was fine to see Dave back; he only needs one more first place in the handicap final to receive one of those fine 60 yard handicap trophies which go to all riders who have been handicapped 60 yards as a result of winning 12 handicap main races.

Manfred Heyrend restored himself in good order by winning the 250cc handicap main after a good battle from Mike Corcoran who was on his tail the last 3 laps. Jim Crenshaw, himself frequently in the brass, followed Mike for 3rd place. Randy Scott riding his usual bumpy, fast manner led the scratch main from beginning to end.

Gregg Lonberg, on a Hodaka, won the B main in the 100cc class, fell and possibly broke a bone in his arm in the 100cc handicap final. This boy is from Redding and is a constant, and improving rider in this class. Dale Wondergem carted away the top trophy in the 200cc B main, and Ron Chesney of Redding received the brass in the 250cc B main.

The track was in its usual smooth, fast condition, very much to the delight of riders and fans.

(Results on page 26)

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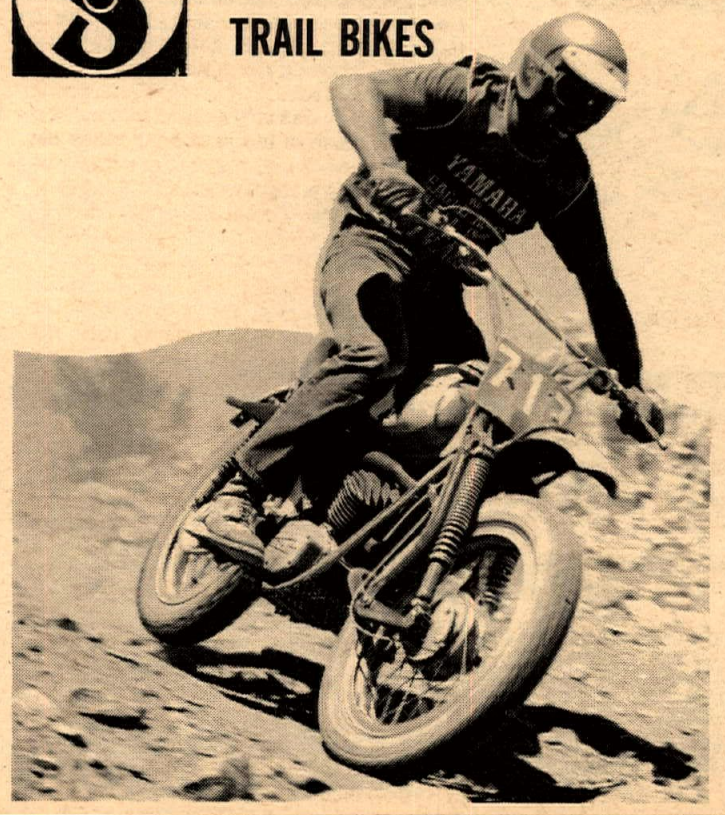

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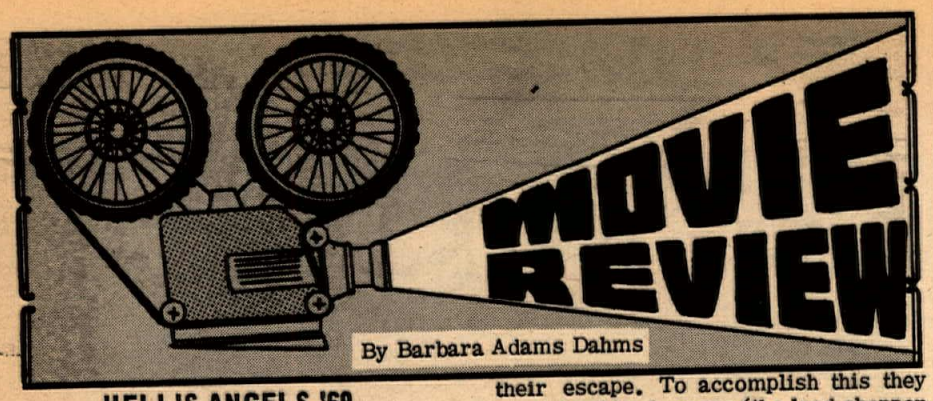

By Barbara Adams Dahms

HELL'S ANGELS '69

ON & OFF THE ROAD WITH CALIFORNIA'S BEST KNOWN MOTORCYCLE CLUB

From movie villains to movie stars, from "hogs" to "tacos", from outlaws to vigilantes; is the world ready for the Hell's Angels? Probably not, but the Angels are ready for the world and they make all these transitions plus the most important one to the business end of the movie world by co-writing, co-producing and co-starring in the cheerful fantasy "Hell's Angels, '69."

Paradoxically, this film is the least violent and the most humorous of all the flood of cycle movies. It should have had a G rating instead of M. Any night's TV is more harmful for the kiddies. There are no closeups of violence, no strawberry jam smeared on the glass, no strong loves or hates, just a whopping good yarn of a very improbable situation.

The plot concerns two bored rich boys, well played by Tom Stern and Jeremy Slate, who have nothing better to do than rob Caesar's Palace in Las Vegas...just for kicks. Being bright boys, they plot the perfect and wildest way to commit the "crime"; by joining the Hell's Angels for a run and letting the club cover their escape. To accomplish this they learn to ride choppers (the lead chopper was by Cyclerama of Glendale), case the Angels for weeks, create outlaw image for themselves (Salem Witches, Boston) and use a poor innocent citizen to maneuver a connection with the club. (The citizen didn't suffer too greatly.) Had they put this much energy into some constructive endeavor they might have become Governor of California.

Getting themselves accepted by the club involves some good natured roughhousing, reminiscent of boys on a school playground (called violence in the advertisements) after whcih they convince the Angels that Vegas is preferable to Big Bear for the run. It is highly unlikely that any newcomer could influence the club as much as these two or that Sonny Barger wouldn't know that the Salem Witches were less than real, but as was said, this is an improbable yarn.

Once in Vegas, or on a ranch near Vegas, they feign boredom with the rustic life (riding a cow, for example) and propose to sojourn at Caesar's Palace. The Angels are properly startled at the idea of a motorcycle outlaw registering at Caesar's Palace and wager on their success. Of course the boys know ropes that the club doesn't and, armed with a confirmed reservation, they arrive in great style on their choppers.

"What do you want me to do with these?" asks the astonished doorman looking at the bikes at the front door. "Park them, of course."

Desk clerk: "Caesar's Palace is in favor of informality but this is, is... quite out of line."

"Are you discriminating against minorities?"

They switch to straights, pull off the robbery, calling Sonny for help on the excuse that they are being roughed up by the cops with the claim of a "maximum emergency." Cops, Angels and the boys arrive at the same time and the club is given an escort to the county line.

But all is not well back at the ranch. Angered at being called out on a false alarm Sonny tells the outriders to split. This they do.

According to their plan, dirt bikes were waiting at a friendly nearby dealer. Leaving their choppers in front of the shop, they take off on a Triumph Bultaco for a Sunday desert ride.

The Angels, by now apprised by the Sheriff (who seems to be an old friend) that they have been used for the getaway, decide to "get them ourselves" and are in hot pursuit. Spotting the choppers they converge on the same friendly nearby dealer and exchange their bikes for buzzing Bultacos, informing the proprietors, "You just went into the rental business...in a big way."

Away they all roar through the sagebrush and the cactus. One almost expects them to pick up a mark at the next checkpoint.

The police, not to be outdone, order every available helicopter into the search and apprently come up with one, which valiantly takes off to search the Mojave for everyone else.

When Angels catch up with the thieves there is a spectacular stunt scene by Joe Hooker, some poetic justice and room for your imagination.

Sonny Barger is very good as Sonny Barger. Terry the Tramp, poet laureate of the Oakland club, is equally good as himself. Skip, Ting, Magoo, Winston, Tommy, and other members pop in and out of the picture, playing themselves with style and humor. They improved the film. It would have been nice to have them and the Oakland "old ladies" in the picture more. The club attracts some of the nicest and best looking girls outside of Hollywood.

Stunt work for the movie was performed by Bud Ekins, Jerry Randall, and Eddie Mulder in addition to Joe Hooker. Dirt riding was done by the Angels themselves and by the Viewfinders M.C. Photography is good, the direction holds the parts together well and much of the dialog was improvised on the spot (You can tell what wasn't). The movie is better for so much improvisation. It is, in fact, a very good movie. It isn't a great movie for the same reason that none of the motorcycle movies so far has been great. We have not yet seen a movie about human beings who happen to ride motorcycles.

But "Hell's Angels, '69" is a good movie...a pleasant trip to a never-never land and that's what entertainment is really all about.

A great movie potential is beginning to emerge. The motorcycle as an instrument of violence is giving away to reality. The motorcycle is fun. No matter how you frame it it is fun. It is lightness and joy and freedom. Motorcycle people know this. And to the extent that they control a movie this quality comes through. It is this, not the strawberry jam and closeup violence which has made a raft of mediocre-to-lousy motorcycle movies as popular as they have been. The Hell's Angels, contrary to ads and images, bring this quality through abundantly in this film. Vengeance takes a back seat to the fun of riding a cycle through the clean desert air.

Haney, Hateley Tops At Tulare

By Jean Potter

TULARE, CAL., Aug. 16, 1969 – Muggy and hot weather may have accounted for the lack of riders at the Tulare TT Saturday but the racing was excellent.

Chasing Don Emde but never really threatening him in the first Novice qualifying heat was Bultaco mounted Robert Morgan from San Leandro. Tod Sloan guided his Bul to a win the second heat and let Randy Smith's threats push him to a faster time than Emde's heat. Talented John Hateley ran away from his heat and gave everyone a taste of things to come.

Triumph mounted Mike Haney of Gardena, Cal. bested Expert Robert Ferro, the Triumph scrambles ace from Sherman Oaks, Cal. The second Amateur-Expert qualifying heat was the most competitive. Paul Bostrum and National number 33, Bob Bailey had the Tulare race fans on their feet for all five laps. John Hateley's smooth style and flawless riding beat one of the nation's greatest all-around Novices, Don Emde, in the next qualifying heat.

Ferro put on his best professional night of racing to edge out Larry Wilburn in winning a combined Amateur-Expert heat.

Mike Haney adjusts the trim tabs on his mustache and peels off in front of Robert Ferro and the rest of the pack at Tulare.

Hateley night saw a continuation as John ran away with the Trophy Dash, almost out of sight of Emde.

Haney kept his streak alive by taking the combined dash from Ferro. Bostrum and Bailey were far back in the dust.

Hateley fulfilled the promise shown earlier and ran away with the Novice main. He finished a wire-to-wire run a half lap ahead of Fresno's Tod Sloan. Third place was a hot contest between Emde, Randy Smith, and Bill Morgan. Emde finished ahead of Morgan and Smith. A comparative newcomer to racing, Dick Allan, rode his Yamaha to a creditable seventh place.

Mike Haney's racing career stretches farther than his mustache and he took his second Expert Main win. He was first into the corner and stretched his lead every lap. Amateur Ferro held cozily to second place while the fight for third held went on behind him. Bailey took third finally and Ron Pierce edged Paul Bostrum out for fourth in the last turn to the flag.

Larry Wilburn continued his streak of bad luck by falling off in the main event. His printable comments were, "It cost me money and it hurt."

(Results on page 26)

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Larry Louis, Motorcycling's Volunteer P.R. Man

Larry Louis, looks over his bulging scrapbooks filled with history of early dirt competition and testimonials to his good work in Operation Motorcycle, a public service project that provided thousands of pints of blood for the Red Cross.

By Terry Pratt

If the motorcycle industry ever got itself together and decided that it needed a public relations man the first person offered the job should be Larry Louis.

"I've heard them talk about public relations" Larry says, "but there is nothing to it. All you have to do is get out there and work. I've had had 150 riders on their motorcycles lined up to give blood in front of the Red Cross with the L.A. Times there taking pictures."

The blood donation gathering was part of "Operation Motorcycle", a project that Louis spearheaded for several years during the 1950's and early '60s. Many people remember the big "OM" posters, benefit races and all the other promotion that Larry got up for the cause.

It started in 1958 when Larry learned that Marvin W. armour was dying of leukemia and needed 100 pints of blood to live. Armour was a charter member of the Jackrabbits M.C., a club that Louis founded.

Larry organized a blood donation party with guest speakers, racing movies and refreshments provided by bike riders and their wives. Most of the 120 present came by car and many brought the whole family. By the next morning O.M. had its first 100 pints of blood but the local press saw a chance to sell some yellow pages.

The paper raved: "500 motorcyclists roared into the city and 250 law efnorcement officers turned out to keep them under control." Incensed, Larry got on the phone and explained to L.A. Times columnist, Paul Coates just how different the facts were from what had been printed. Coates straightened things out in his column the next day and since that time Louis has arranged for 38 major metropolitan newspaper stories about Operation Motorcycle or motorcycles in general. He saw to it that all these were favorable, you can be sure.

The Long Beach Press Telegram quoted Larry Louis in 1958 when he was 45. "I just got sick of hearing how motorcyclists were a bunch of hooligans. So I started this thing and I'm going to build it through the whole U.S. to prove the motor riders are good people– real good people."

Hundreds of people benefitted from the blood donated by OM. More than once children or adults facing open heart surgery or emergency situations owed a debit of gratitude to the motorcycling fraternity.

Along with promoting the sport to the public, Larry was active in early sportsman competition in the area. Louis came to California in 1920 and owned his first motorcycle, a 61" H-D J model, in 1925. "I never set the world on fire in motorcycling racing but I was one of the best dirt riders." Larry says.

For the first of his six Big Bear Runs Larry rode a 45" Indian Scout 101. That was in 1947. In 1949 he rode an Ariel Square Four in the grueling Greenhorn Enduro. Louis says that he is the man that first put side hacks on "Limey" machines for the dirt. With a chair mounted on a Triumph Trophy Bird he won the hack class in the Cactus Derby one year. "That was in 1950 or 51" he says, "That year we blew off 18 hogs.

After most people were riding light English bikes in the desert Larry took a H-D 74 back out. "Just to show them that it could be done." Answering about big Harleys with slick front tires in the desert, Larry said: "All you needed was muscles...and I had them."

Louis has overflowing scrapbooks picturing the great men and machines of the early days of California dirt competition.

One story of his is about the 1949 Riverside Rally. The competition here was a field meet with stake races, passenger pick up and other events. There were hundreds of entries and the racing went far into the night. At 2 a.m., after running off a tie for second place several times, the winners lined up with their trophies. Winner was Aub Le Bard of BSA fame. Larry was second and well known Nick Nicholson finished third.

Larry Louis, right, early day motorcycle racer and modern day exponent of the sport, poses with the winners of the 1949 Riverside Rally. On the left is winner Aub Le Bard on a BSA and in the center is Nick Nicholson who rode a Velocette instead of a Greeves in those days.

Louis was taken ill in 1959 and turned over Operation Motorcycle to the Road Rider's Committee in 1961. Larry is fully recovered now and operates a thriving Richfield station at Long Beach Blvd. and Artesia in Long Beach, Calif.

Looking back over the years, Larry says, "If ever there was a motorcycle nut I was it...I still am for that matter."

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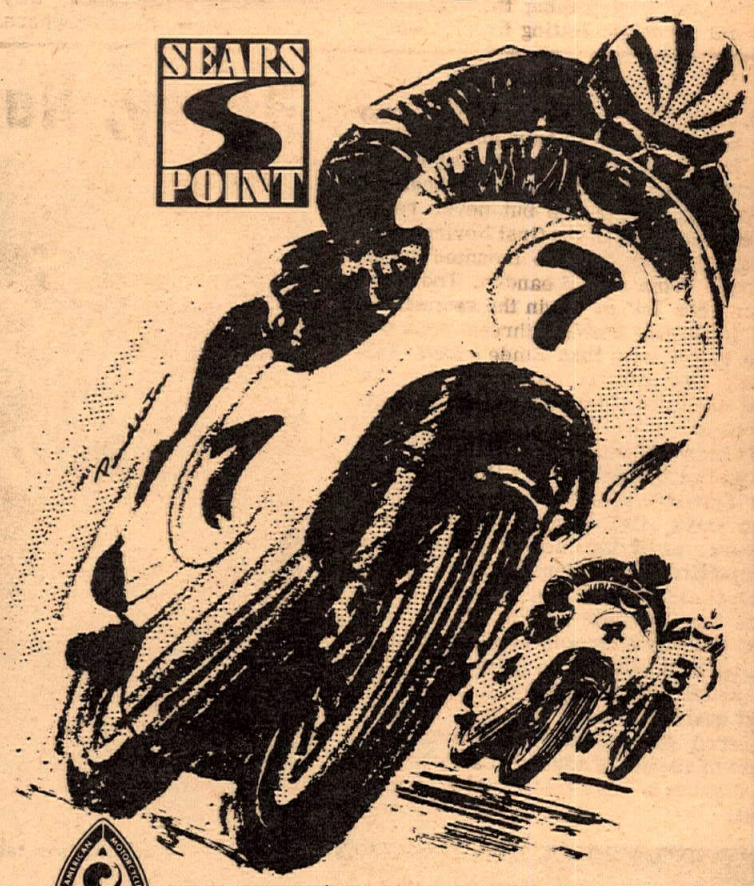

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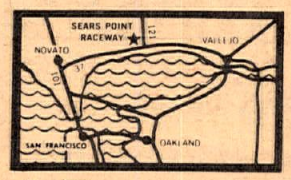

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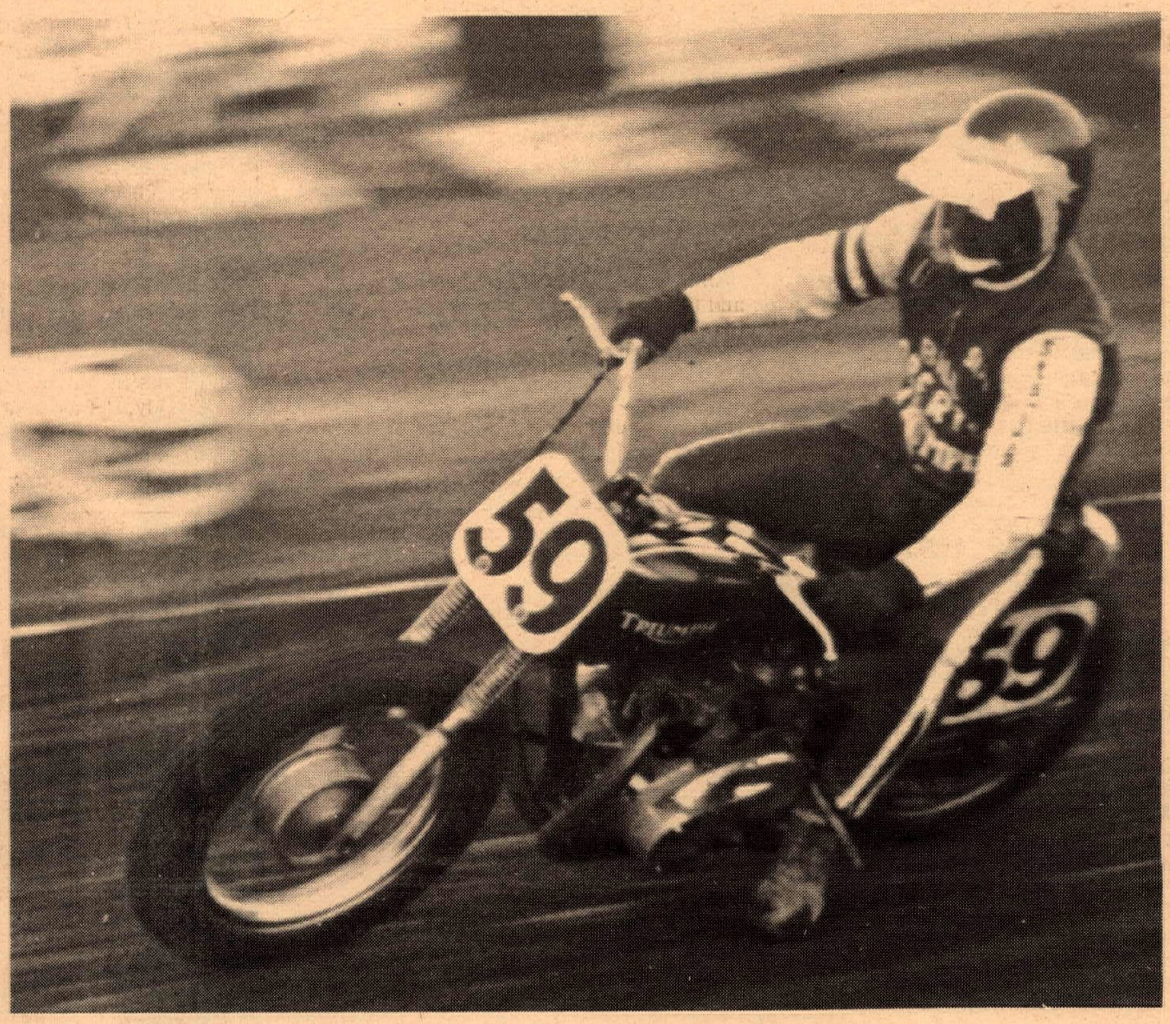

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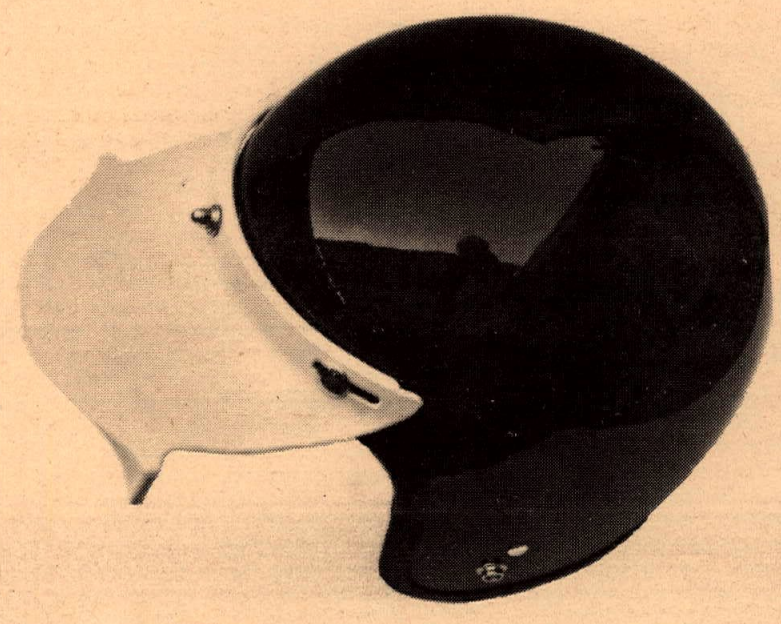

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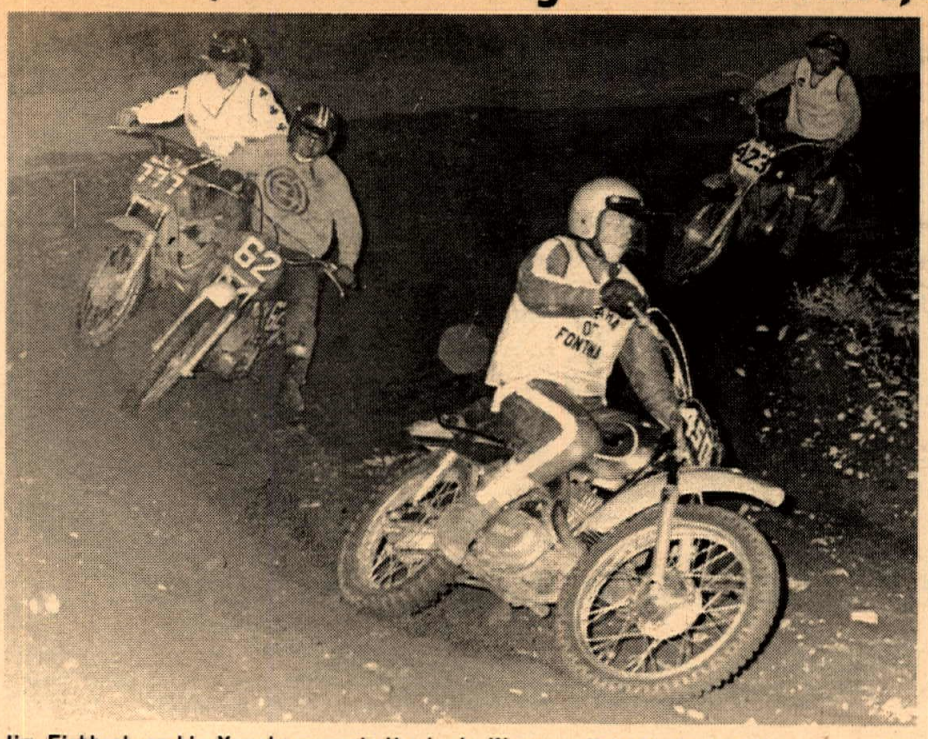
Kato, Fishback Fight At Fontana, Schweers And Bird Get Class Wins



Jim Fishback on his Yamaha momentarily leads Kiyomaru Kato in the 250 Div. II race. The motos at Fontana were a little of everything. Jim is a 250 Jr. Kato is a Senior riding a 250 C-Z and Carl (423) Cotton is a Junior riding a 405cc American Eagle.

Carl Cotton, 500cc winner wheelies past the flag at Fontana. A lack of entries foreed the Open bikes to ride with the 250's.

Photos and Story by Terry Pratt

FONTANA, CAL. August 23, 1969 – In a wheel to wheel dash to the flag, Kiyomaru Kato and Jim Fishback capped off the evening of motocross at Fontana with a thrilling battle in the All Comers race. These two had dogged each other all evening but the last race was closest.

Jim pressed Kato hard for five laps and the crowd was guessing as they made the final drive down the short grandstand straight. At the line Kato took it by a wheel's breadth.

The 125s were given a 100 foot advantage at the start. Jay Carmello held the lead on his Yamaha until the third lap when he was passed by the two flyers in front. Jay finished third ahead of the Huskies of Dal Renegar and Richard Richardson. These two had a race of their own going. Richardson was fourth for the opening laps but Dale was nipping at his heels. With one lap to go Dale made his bid. He passed Richardson and held on until the checkered. Dale's Husky sputtered when it crossed the line and coasted to a stop out of gas. Anything to save weight I guess.

Fishback won his division of the 250s on his Yamaha followed first by Richardson and then by Don Love on another Husky.

Jim lives in nearby Etiwanda and says of the sandy, lighted course, "It's a blast. I live close by so I don't have to drive 100 miles to race."

Greg Schweers threw his Bul across the 250 Div I honors. Dale Renegar was second and Jerry Burd was third on his Bul.

American Eagle pilot, Carl Cotton, provided some hot competition in Div II motos. The open bikes ran with the 250s because of a lack of entries and Carl copped the Open class glory.

Turn out was down probably because the Fontana bash was held on the eve of the first race of the CMC Anniversary Series at Carlsbad.

The 125 class was a Yamaha sweep as Walt Bird, Jay Carmello and Joe Carmello finished in order.

Fontana's motocross course has undergone some improvements and a large attendance is expected on September 6th, when the Juniors run for a $300 purse.

(Results on page 26)

Ward Wessels Wins Saddleback Mini Scrambles

ORANGE, CAL. Aug. 24, 1969 – Ward Wessells was master of the Minis at Saddleback Sunday. He set fastest quali fying time and won the Trophy Dash in his class. The motos were clicked off one-two-three and Wessells was there for the win in each one.

The Mini scrambles was sponsored by the So. Cal. Mini and Kart Assn. and Kart races were run on the same program. Boasting more than 70 Minis at this meet, the club has set a new attendance mark.

Riders and machines are classed by age and horsepower so the youngsters are pitted against racers of their own ability.

Wessells rode in the over 14 age group and his bike was classed as other seven H.P.

A field of junior Mini riders chug away from the starting line. Sunday's Mini Scrambles by the So. Cal. Mini and Kart Assn. brought out 70 Minis and riders to make for filled starting grids. Photo by Ray Cooper

Earl Roloff, shown here leading Jimmy Raymond and Rich Sweany, held his lead and finished the day first in the 125cc Am./Ex. class. Raymond on his Yamaha dropped to third and Sweany took second.

They Say It Was Cool At Adelanto

By Erma Redding
Photos by Manuel Burton

ADELANTO, CAL., Aug. 24, 1969– First time visitor to the Adelanto TT track, Walt Foster, won the 100 Novice class Sunday and vowed to be back. Orme Dwyer's Van-Tech and Chris Deboer's Yamaha chased Foster's Suzuki home.

San Diego Yamaha rider Earl Roloff took first in the 125 Expert class and was followed by the Kawasaki of Rich Sweany. Jimmy Raymond took third on a Yamaha.

In the 250 Expert class, Ron Moore was the winner on a Yamaha, Jimmy Raymond rode a Montesa to second, and Karl Wilson was third on a Bultaco.

The 250 Novices dashed around and around and Mike Wilson, Ossa, came in first followed by Earl Roloff, Yamaha, and Las Vegas' Gary Wells on a Bridgestone.

Don Williams and Woody Schamel finished one-two in the 500 class on their Montesas with third going to Bultaco mounted Gary Shafer.

The open Expert class saw a tie between two Triumph riders, Terry Dorsch and Terry Moriarty. Each won one moto and then tied in the third. Karl Wilson sped to second on a Bultaco and Ron Bonner put another Triumph in the results by coming in fourth.

(Results on page 26)

Ron Moore bends his Yamaha around the bend at the Adelanto TT track. Ron took the brass in the 250 Am./Ex. race. Maybe he is just hurrying to get to that water tank first.

Oasis Scramblers

By Robert Candle

FALLON, NEV. Aug. 9, 1969 – Ninety riders from Nevada and Northern California came to battle in the Fallon heat and dust.

The Oasis Scramblers' T.T. course in a Rodeo Arena was a rough one. The club did their best to smooth it out, but the bumps and ruts kept coming back.

Scramblers and motorcycles displace cowboys and horses at the Fallon, Nevada Rodeo Grounds. Because calf roping and bulldogging would be over complicated by lumpy motorcycle jumps the local lumber company had to come to the rescue with portable terrain.

John Cunningham, in his second race since being discharged from the service, shook off a little rust, coming from way behind in the 100cc main to win it. Steve Woerner got a good start and held first place for five laps while being constantly plagued by Bill Busey. Meanwhile, Cunningham was working his way through the pack and passed them both on the sixth lap. Woener seemed to get tired and Busey got by to take over second place and held it to the finish.

In the Yamaha dominated 125cc class, Ron Skinner liked first place so well he held it from start to finsh. Lonnie Murphy and Juan Guzman were battling for second place with Murphy having the slight edge. Guzman looked good however, and as soon as he gets some experience he is going to be tough to beat.

Bill Krejei, after having a cast removed from his leg a week before the event, rode a beautiful wire to wire first place in the 200cc main. In the last two laps Bill was harassed by Vern Tranberg and he really had to do his stuff to keep ahead of him.

The 250 Novice was the largest class as usual. After the eleiminations, it was narrowed down to a twelve man main and on this track that is quite a lineup. Dennis Pimley came out of the hole like gangbusters with Ken Lighthouse right after him. Pimley held it until the first lap when he fell and Lighthouse took over. Pimley still managed to pick it up and finish a strong second ahead of Erwin McPherson.

The combined 250 Amateur-Expert main turned into a crash spectacle when Bill Alvein got off in the switch back and Jim Flickinger slid into him. Two of Nevada's top ten, Barclay Trehal and Windy Foreman were way ahead and were not at all pleased when the black flag fell to stop the race for the ambulance. At the restart, however, they were right out in front again after passing Steve Young. Trehal came in first with Foreman right on his rear wheel.

Jack Pine and his well prepared Honda did it to all those two-strokes in the 375 Novice class again. Jack led from start to finish with no pressure from the rest of the pack. Leroy Kay was a firm second when riders started falling all over the track. Ted Webb took this advantage and moved into third place for the finish.

The Open Novices were up next with Lee Curtis leading for four laps when hometowner Fred Rogers took over. Fred held it for two laps when he fell and was passed by Curtis and Ed Vogele, Fred picked it up and did manage to pass Vogele on the last lap.

The open Amateur-Experts had to follow Charlie Stewart around the course. Charlie rode a beautiful race, complete with fancy slides and large rooster-tails which brought the crowd to its feet. In the first few laps Barclay Trehal was back again, nudging Charlie a little harder and came through to win second.

The next race in Fallon will be held at the Fairgrounds on Sunday, September 21st.

(Results on page 26)

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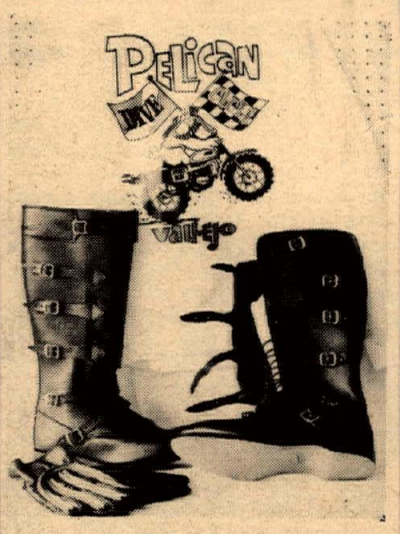

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Lost Angels Find Way Around Tijuana

Photo and

Story by Bill Harmer

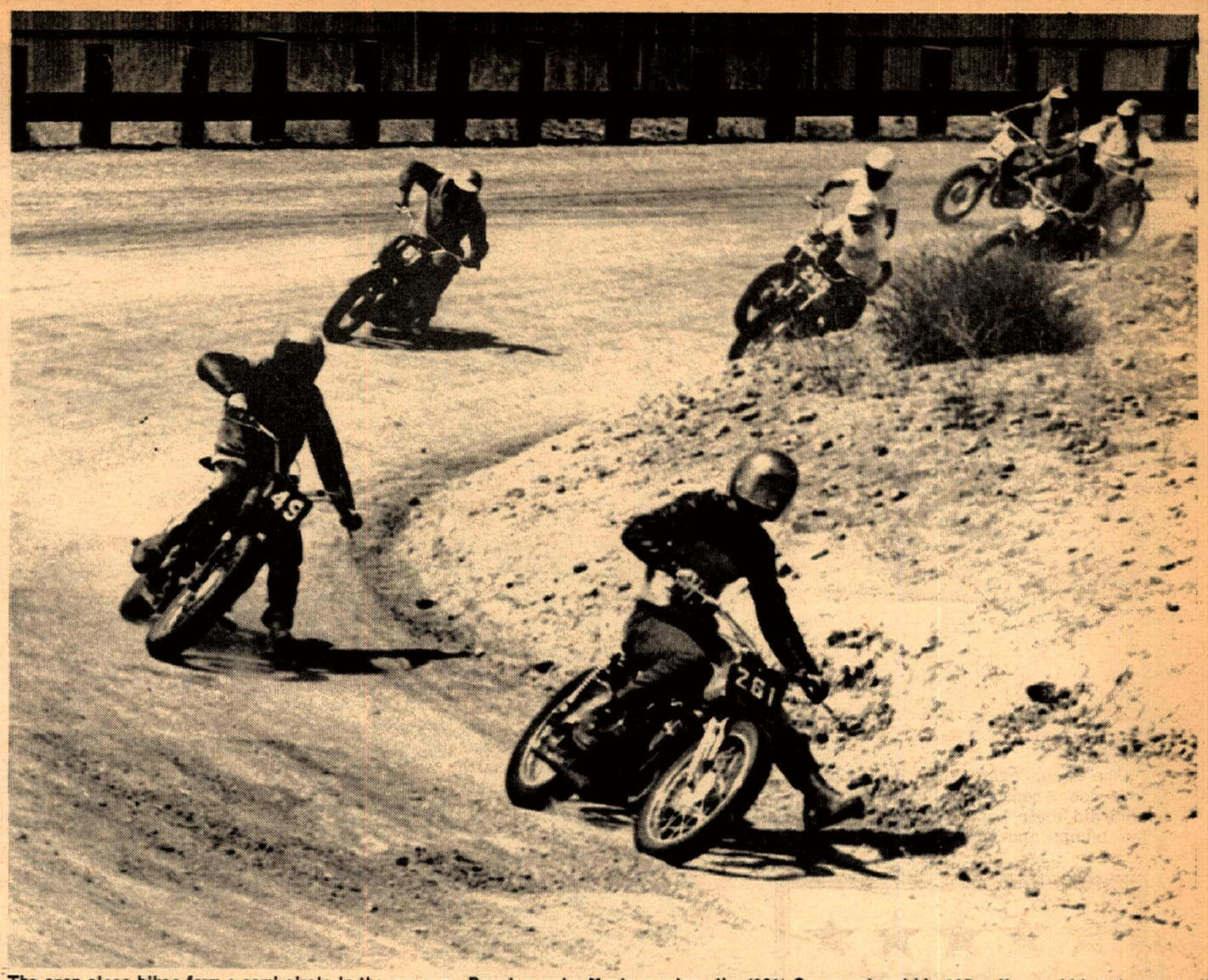
TIJUANA B.C., MEXICO, Aug. 24, 1969- Led by the sparkling performance of Triumph mounted Frank Close who won the Open Class, the Lost Angels Motorcycle Club of Los Angeles literally took over the Tijuana TT Racing Program at the Auto-Dromo Tijuana here today.

Because the Lost Angels Club came en masse and specialized in Open Class machines, that was by far the largest class and had to run in heats which included the two 250cc entries. Arough playing group, the Angels really mixed it up for the sparse crowd. In the closing laps of the Main Event, Larry Blum on a Triumph threatened his fellow club member, Triumph mounted Frank Close but was unable to get around him. Trijockey Pat Murphy of Carson, Calif. made his presence felt by capturing third. Riding a 250cc Bultaco, Norman Walke of the Viewfinders M.C. tried vainly to catch the bigger bikes, but had to settle for 4th.

Hodaka mounted Del Ocheltree of Chula Vista won all three of the 100cc Motos to take first. Kawasaki pilot, Jim Holt, took second in all three motos. John Montez of Imperial Beach took two places; third and a fourth to finish third on his Kawasaki.

Kawasaki pilot Jim Casey of Imperial Beach captured top honors in the 200cc Class with John Montez and Jim Holt giving him a good battle finishing second and third.

In the Handicap Sweepstakes Event, Triumph pilot Larry Blum of Sylmar, passed all the light traffic and finished first. Del Ocheltree, riding Pete Barnett's Cimatti kept the 100cc machine out in front to win second. Andrew Hernandez on a Norton was third and Pat Murphy was closing fast at the finish to take fourth. Andy Hernandez of the Lost Angels Club took a spill in front of the Grandstand during a heat race and the ambulance crew hurried over with a stretcher. Andy had the wind knocked out of him and didn't want to go on the litter, but they laid him on it and started back to the ambulance at a dead run. Sure enough, the lead man tripped and fell, throwing Andy harder than he had been off the bike. He got to his feet and got back on his mount for the restart.



The open class bikes form a semi-circle in the sweeper. Running under Mexican rules, Jim (261) Casey entered his 125cc Kawasaki but the strain of out-running the big bore boys was too much for the little screamer and it blew up just before the finish.

Two of the Lost Angels' ladies, Suzie Hytten and Maria "T-Bird" Diaz did a good job of lap scoring and the members of the Lost Angels Club policed the grounds after the program to be sure none of their litter was left on the grounds. Maria Diaz had on a Bikini beneath her clothes and was prevailed upon to be the Trophy Queen.

Carlos Iribe and the Tijuana Motorcycle Association have resumed operation of the Autodromo de Tijuana and hope many of his old friends who have enjoyed the Tijuana Track in the past will come again real soon. If the entries increase, he will again have the popular "Wooden Kegs" of beer for all hands after the day's program. Watch the CYCLE NEWS Calendar for the next Tijuana TT.

(Results on page 27)

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Soup And Sing At Cherry Valley

Story and Photos by Robert O. Fee

BEAUMONT, CAL. Aug. 1, 1969 – Over 35 road riding motorcyclists took advantage of the cool evening temperatures to ride to Beaumont, California for the Jasper's Motorcycle Club's 1st annual Cherry Valley Tour, Friday, August 1st.

Hot potato soup and coffee was served to the riders when they arrived at Bogart County Park in the foothills above Cherry Pass and a catering truck with more solid fare was near-by. The atmosphere was relaxed and informal as members of the Hi-Desert motorcycle club engaged with the Jaspers in a poker game under the coleman lanterns while other riders pulled out their sleeping gear and sacked in.

Saturday morning more motorcyclists rolled into the park and at noon the rider's gathered at the football field for the parade which took them through town. The Ace of Clubs performed their precision drill maneuvers much to the enjoyment of the Beaumont citizens who saw them for the first time.

Back at Bogart, the rest of the afternoon was consumed by the dress competition and bike judging.

Just after 4 p.m., chow, catered by the Oasis Cafe, was set up and the riders proceeded to feast on Italian spaghetti that was almost more meat than spaghetti. Lettuce salad with cheese dressing, butter soaked bread and punch completed the repast.

Only two girls entered the beauty contest and the crowd called them very close. Ann Norris from China Lake was finally chosen the comeliest and she then assisted Len Collins presenting 44 beautifully constructed trophies hand made by the Jaspers. There were 25 custom fired coffee cups featuring the cherry theme awarded as well.

Sandwiched between these two events was live pickin-n-grinnin entertainment. For the first time in two years, road riders were treated to some excellent musical fare. The artist was folk balladeer, Les Glen of Ontario, California. He presented a 45 minute show sometimes joined in a duet by his lovely wife, Chris. Les has a very clear and enjoyable voice. He surprised many of those familiar with folk music with his extreme versatility; bringing forth some pop standards and oldies-but-goodies along with his ballads.

Folk singer Les Glen holds the rapt attention of relaxing riders at the Jasper's M.C. Cherry Valley Tour.

The balladeer returned following the trophy presentation and led the remaining group in a campfire sing. Both the kids and adults, gathered around the fire ring roasting their weiners, seemed to enjoy the special attraction of group singing.

Later in the evening, after most of the kids and many of the adults were bedded down, and the folk singer had left, the sounds of a western guitar were heard coming from the fire ring. Investigation showed Nick Raveglia, a Burbank Outrider, strumming accompaniment to members of the Jasper's M.C. Exhausted as they must have been after a full day of conducting a run, they were really living it up with another singfest of their own.

A half moon unobscured by an aerial garbage, cast a cold, steely, bright light over the campground. Flashlights were quite necessary for any nocturnal walks. The balmy breeze made for a good night's sleep.

Sunday morning, many of the riders took advantage of Big John Livacich's special motorcycle breakfast at the Oasis Cafe. All you could eat of scrambled eggs, bacon, sausage, hot biscuits, and plenty of whipped butter on the table for only a buck. With a little country gravy, it would have been a real down home, Ozark feed. As it was, no diner found his coffee cup empty for more than a minute and no one left the table hungry. In fact, a good many cyclists had trouble getting up.

The field events comprised a slow race, weenie bite, plank ride and potato toss. All except the gal's weenie bite and potato toss went rather quickly. After many passes, some of the spectators were beginning to call for a coin toss to determine which gal would take home the trophy. They were finally awarded by 10:30 a.m.

The Jaspers returned to Bogart Park braced for the usual gruelling clean up task. When they arrived, they were amazed to find one beer can, a paper bag, and the photographer's lost flash cord that wasn't in the proper trash can. The park superintendent and his wife were astounded at the good behavior and cleanliness of the riders.

Jasper Len Collins commented about the tour, "If the riders enjoyed it, I'm satisfied."

(Results on page 26)

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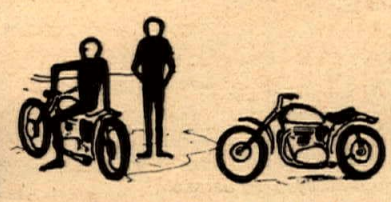

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Honda Four Road Test Sequel

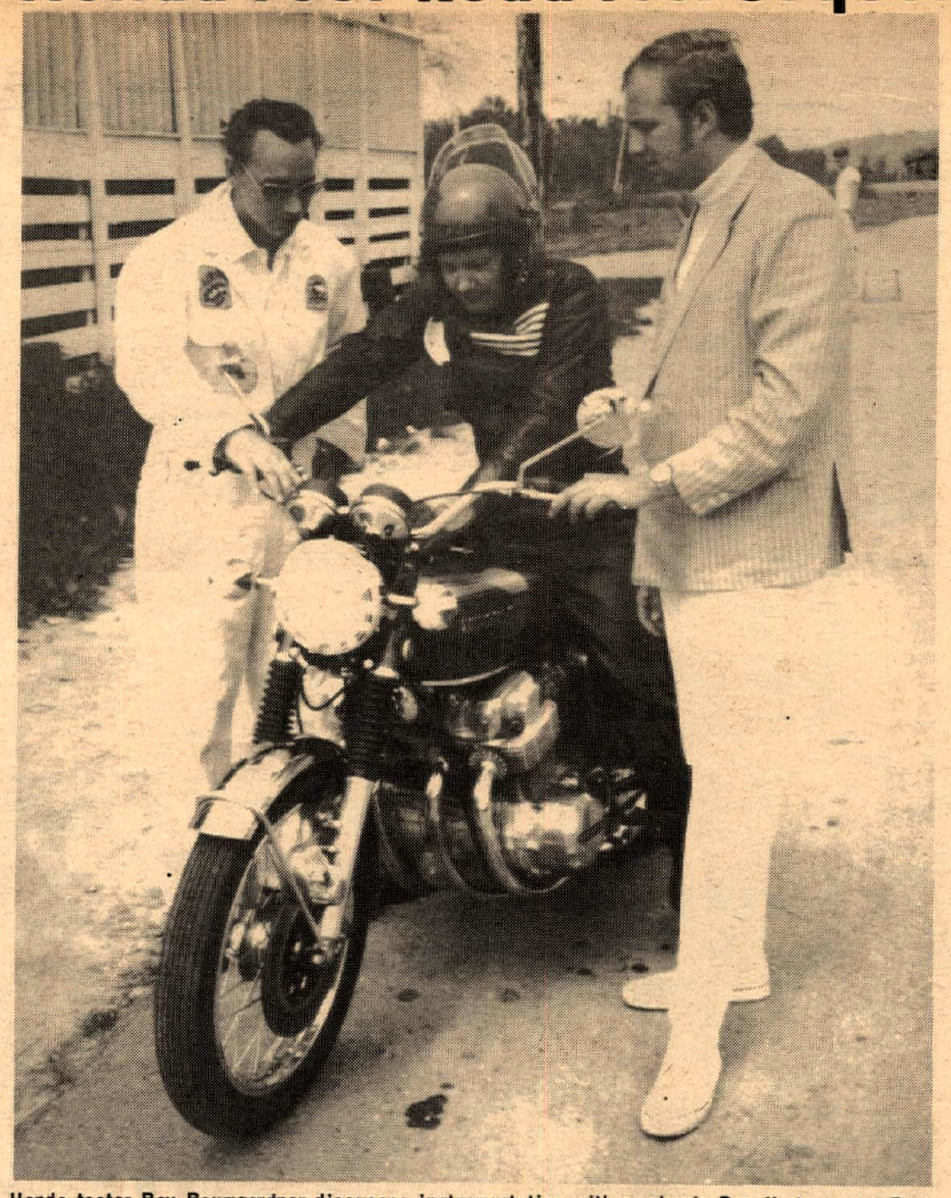
By Roy Baumgardner

Four cylinder Hondas are now available so I borrowed one and took it to a nearby road race course to wring it out on the track. This was to evaluate the machine for either serious out and out grand prix racing, or production racing.

I rode it all the way to the course on expressways, interstate highways, through some nice little towns, and on blacktop back roads. It handled beautifully on all of these. The machine was stock with 1,600 miles on it. The compression ratio on these machine could be jacked a lot higher, and the cam is extremely mild, having a power band from 2,000 rpm to about 9,000. So you can see what kind of horsepower you could get if you had a rev range that fell from say, 8,000 to 10,500 rpm. For serious racing, the machine really has potential and before long you will see models with the alternator removed, and the fly wheel cut, big valves, etc. With just some of these modifications, horsepower will be fantastic.

We safety wired the drain plugs and checked the tire pressures. I tried three pounds above normal for the tires. Side stand and center stand were removed and all lights taped up. Mirrors were also taped. I think Honda planned for another disc on the right hand side of the front wheel. One could be put in there readily. The front wheel disc brake is wonderful, and shows no sign of fade even though reaching temperatures of between 150 to 180 degrees. The oil in the oil tank also reaches these high temperatures.

The new tires are a special soft compound and grip very well, probably the best stock tires of all. Handling is very similar to the Norton 750 with the featherbed frame, like the Manxman. The high speed straight line handling was superior to my Manx. The Honda will definitely outbrake my Manx. Though suspension feels firm on the road, the rear is too soft for racing, and chops too much on bumpy turns. This is easily corrected. Gear box ratios are very good just as they are, and this is important because in production racing, they may not be changed. Because the clutch is spun at such a high rpm, the engine does not have to be blipped to downshift. This alone is good for a few seconds per lap.



Honda tester Roy Baumgardner discusses instrumentation with mechanic Dee Hartman and Rick Case. Headlight and mirrors were taped for track test.

I did run into one serious problem. Touching the red line in fourth gear going through a bumpy section of the straight, the machine will hop out of fourth gear. Triumph used to have this same problem years ago, so do many other bikes. This is usually cured by fitting a stronger gear-retaining spring. The first time it hopped out of gear like this and drastically overrevved, I figured we had a problem, basketful of junk. But Honda designed the top end of this engine very much like their wonderful 305 Hawk, and instead of putting all the valves through the pistons, you just get a lot of sounds of valve lash and clatter.

This machine is definitely going to have a far-ranging effect on both production racing, and out and out grand prix racing. Because of its heavy weight, it's going to be easy pickings on short corners for Yamaha 350's. But it's going to be right at home on the faster courses like Canada's Harewood and Mosport. There its superior acceleration and top speed can be put to work and its superior braking will get it out of most tight spots. In full race trim with a fairing, top speeds are going to be right around 150 to 160 miles per hour. At sea level much higher, possibly 170. When there's enough of them available so many people can be racing them seriously, a lot of teething problems pop up will be licked as time goes by and then watch out. Also, it won't be long before someone makes a short wheel base, super light frame available and this will probably be the answer to the short courses.

The tires showed a beautiful wear pattern after a few laps. The engine showed no sign of oil leaks, and due to the smoothness of the 4 cylinders, nothing shook loose, or broke.

Dick Jagow Tops At Salem Motocross

Three at a time, Oregon motocrossers fly over the jump at the Salem course. These riders can polish at the up-coming motocross school tutored by Lars Larsson.

By Marie Layton

Photo by Byron Swift

SALEM, ORE., August 10 – It was another Dick Jagow-Bob Leach Day at the Salem Motocross Park as the two battled it out in both the Open class and the Senior Division of the 250's. Jagow and his Greeves waged the final victories over CZ mounted Leach in both events, although he had to finish the last heat of the 250 class with a flat tire.

Dennis Himes of Beaver, winner of the Open class at the last race finished in third in the Open today and Bill Cook, Carlton, took the third place win in the 250 Senior Division. Cook has also taken top honors on this course many times.

Other winners were Gary McDowell, Yamaha, first place in the 250 Juniors; Jerry Leslie, Husky, was second and Tom Jette third on a CZ.

Dennis Shipman, Bultaco, was first in the 125 Seniors. Dale Demaris 2nd, on a Sachs, and Dennis Himes took another third, this time on a Yamaha.

In the 125 Juniors Tony Hefner, Sachs, was first; Richard Buckley, second on a Yamaha; and Perry Quiring, Honda, was third.

Winner of the Beginners Class was Stan Morin of Woodburn and the minibike event went to young Ed Cleveland.

The next race is scheduled for August 24th and should be a really good one with all riders having become pros at motocross racing from attending the motocross school being conducted on the grounds the Friday and Saturday preceding the race. The teacher? – none other than Lars Larson, world famous Swedish racer!

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TV's Bronson Styled After Actor Michael Parks

By W.M. Askins
Art by B.E.R. Service

An hour-long weekly television show, "...Then Came Bronson," dramatizes cyclist Bronson in adventures throughout the nation. The drama will be a presentation of the NBC Television Network, making its debut on Wednesday evening, Sept. 17 in full color (10-11 p.m. PDT-EDT, 9-10 p.m. CDT).

Michael Parks has the starring role as Bronson. In each episode he will reach a new destination in his motorcycle odyssey across the length and breadth of the land.

Parks

Each episode will deal with Bronson's involvement with the people he encounters. In one way or another, the result of having encountered them will affect their lives.

Parks is well equipped for the title role as Bronson: He is a competent and highly experienced motorcyclist, with one bike for daily filming, and one as a spare, and a third that is used for the punishment required in stunt scenes.

This new color TV show is being shot entirely on location all over the country, with filming crews on the road for as long as six months.

To facilitate photography a special motorcycle with a sidecar has a camera mount that enables the camera operator to keep pace with Parks as he rides his motorcycle.

Bronson in a way is a throwback to the young adventurer of 100 years ago who set out on horseback to seek new horizons, see the land, meet new pople, and find new experiences in living.

Yet he's also a modern man in tune with the times. He's not a dropout. He just feels there's a lot of living to be done that isn't possible in a job that ties him to one place and the same daily routine.

Bronson's mode of travel is his motorcycle which is almost a part of him. It'll take him to some of the nation's most scenic places. Under consideration are such areas as the Redwood Empire, the Rockies, the Sierra Nevadas, and the Florida Everglades.

The company of 50 to 60 people is expected to be on the road for up to six months without a break.

In the series the title character, portrayed by Michael Parks, quits his job as a newspaper reporter "just to take off," to have new experiences and adventures in living and to meet new people.

Parks was born in Corona, Calif., but by the time he was 15 he had left home and was on his own.

Actually "home" had not been any one spot in his growing years. When truck-driving jobs were scarce for his father, the entire family (including a brother and three sisters) pitched in on odd jobs. The family was constantly on the move and often the living quarters were catch-as-catch can.

After Parks left home he did complete high school in Sacramento, Calif. By that time he had attended 21 schools. He also spent brief periods at junior colleges.

Mainly, however, Michael criss-crossed the state working at various jobs – truck driver, fire fighter, casket upholsterer, and farm hand.

Both sports and acting interested him and it was a little theatre performance that finally started him on his way as an actor.

Despite Parks' success in Hollywood, he, like Bronson, dropped his career for a time in 1966. Like Bronson, he wasn't running away but wanted to experience life on a different side of the coin for awhile.

Like Bronson, Parks is also an expert motorcycle rider. During the filming of the pilot, Michael could hardly be kept off the bike even for dangerous scenes. Producer Bob Justman was even dumbfounded to discover that Parks was riding in hill-climbing contest sequences.

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Raymond Takes Four Dashes At Tor

EL TORO, CAL., Aug. 13, 1969 – Jimmy Raymond was up to his old tricks again, giving both the short track and TT riders a fit, winning the 125cc and 250cc TT trophy dashes and the 250cc and 500cc short track trophy dashes, riding his Yamaha in the lightweight events and his Montesa in the heavyweight events. Although Jimmy won the 125cc TT trophy dash, he was not so successful in the main. Steve Nichols, Yamaha mounted, held off Jimmy's pursuit to take over first place, and Jimmy had to be content with second. Outstanding short tracker, Ron Taylor, Yamaha mounted, finished in third.

In the 250cc TT main event, Jimmy again was unable to get the first spot and had to be content with second, with very popular rider, Ray Vanderpool, up from San Diego on his Bultaco, taking first place and Mike Hannon, also Bultaco mounted, in third spot. Wayne Hosaka, came up riding a real sharp red Triumph and took both the trophy dash and main event in the 500cc TT.

In short track, Steve Nichols, who had won the 125cc TT main was successful in winning the trophy dash, but had a terrible time in the main event and could do no better than fifth spot, with Scott Autrey coming through in the main event and taking over first place on the last lap from Gary Scott. Tom Vardeman took over the lead from Devon Sowell and held on to win the 250 short track main event, with a second place going to Jimmy Peterson after a week's absence. Sowell got off to a terrific start, but had a difficult time negotiating the west turn and ended up in third spot with Jimmy Raymond taking fourth. After that hairy crash which caused a restart, we are happy to announced #2 rider, Mark Kruse, did not suffer any serious injuries, merely a bruised right shoulder.

In the 500cc short track main event, a young man who has been hammering away at the winner's circle over the weeks, Mike Hannon on his Bultaco, made it look like an easy win even though right behind Mike were Jim West, Triumph mounted and trophy dash winner Jimmy Raymond.

Next Wednesday night the ACA short trackers and TT riders will go at it again at Orange County Speedway, with the first event getting under way at 8:15 p.m. With the season coming to a close, the temp of the competition is increasing. There are only four more events remaining and the championship event on the night of September 10th.

(Results on page 26)

O.C. MOTOCROSS TEAM

Does this remind you of your high school yearbook? Actually this isn't the Junior Varsity rugby squad, it's the 1969 Orange County Cycle Motocross Team. Front row: left to right. Bob Maynard, Gary Stokes, John Hancock, Kirk Willis. Middle row: Larry Nolen, Dennis Chandler, Dave Boydstrum, Bill Fletcher, Dan Reyes, Gary Brittain, Rueben Benites, Jim Salisbury. Back row. Gene Bookout, Rodger Flaming, John Maynard, Phil Mallioux, Ron Morita. The picture was taken at the July 4th Firecracker Grand Prix by Jack Snowdy.

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9000 SEPULVEDA BLVD.

Uvas Dam Scramblers Dwindling

The 250 Experts charge uphill to the first turn in tight formation. The first three are Allen Kenyon, Jim Foley and John Gennai all on Bultacos.

By Dale Wm. Ivan

SAN JOSE, CALIF. August 10, 1969 – Dwindling attendance on the part of riders and spectators was evident at the Uvas Dam scrambles. Temperatures have soared into the high nineties and suffering through hot weather is not exactly a Bay Area rider's cup of tea. A second probable reason is the declining track conditions. The course has been favoring a groove that allowed passing only at the end of the straight. Pity the rider who took to the slippery outside edges. The results were obvious with repeated crashes throughout the day as the shoes encountered the bad traction.

The 650 experts charged up the hill with the district's #2 man, Allen Kenyon in the lead. Kenyon's BSA suddenly lost life on lap 3, dropping him out of first spot and second place Bud Kneass moved up for the lead and win. Wheeler Gresham followed along for a second, being unable to pass big Bud as he had in the heat race.

Action in the 500 Amateur class was once again dominated by Billy Landsborough and his hauling BSA 441" Victor. This guy has won more races than I can remember, and I think maybe we can look forward to seeing Bill as an Expert fairly soon. Ken Baisa riding a Triumph picked up a second for his efforts.

The 350-500 Expert go was taken by Maico Aviator Cosby Chestnut, who really knows how to make a bike fly. Cosby took command of the race at the start and was never seriously headed throughout. Ian McLachlan, riding a Ducati was doing some fine riding behind the leader as he moved up to take away the number two spot from Jerry Bowers.

John Silva had a great day at the races as he ran off with the 250 Expert Main event win. Silva was first out of the turn followed by Allen Kenyon, Jim Folley, John Gennai and the rest of the anxious troops. Action wise, it was a dull race with the positions unchanging and no spectacular spills. Kenyon was unable to gain any ground on John, and the boys finished like they had started out.

A lightweight rider thoughtfully falls out of the path of Matt Falconer on his way to third 250 Amateur.

The ambulance attendants got their first work out of the day thanks to the 250 Amateurs. The first turn action saw two riders go down in separate crashes with rider Dick Plowman sustaining a possible broken ankle. The event was restarted and this time, Dave Harris took over the lead but Dave Pestoni managed to move pas Harris for the lead. Harris unloaded half way through the event, taking down hard-charging John Abacherli. Pestoni's cousin Steve, moved past the fallen riders for a second place trophy.

Aaron Agman rode to an easy win in the 200 Novice Main as he powered past John Agrone on the straightaway, enroute to the first turn. Agman's Suzuki showed its H.P. over Agrone's 200 single Bultaco.

John Silva wheelies across the line in full view of Allen Kenyon who was a close second in the main.

MAMMOTH MOTOCROSS GOES SEPTEMBER 6 & 7

If you've ever been to Mammoth Mountain, California for the annual motocross, you'll be going back. If you've never been there, you should plan on going. Dates this year are September 6 and 7. The place is just north of Bishop, Calif. off Route 395 (check your maps).

Spectators and riders can look forward to a truly great weekend of camping in the pines, with the clean air and clean competition that the Mammoth Motocross is famous for.

BAILEY TO RIDE MAMMOTH

Super star Gary Bailey just announced that he will ride the event. It will be his last performance in the U.S. before leaving for his racing jaunt to Europe.

The High Sierra Motorcycle Club which puts on the annual show consists of nearly the entire town on Mammoth Lakes, California. The race course is on Forestry Service property and is only used this one time per year.

Telephone entries are being accepted up to racetime. If you plan to compete and want to save the post entry fee, just call Gary Robeson at (714) 934-6141 between the hours of 8 a.m. and 4:30 p.m. and he'll sign you up.

Address for mail entries is High Sierra M.C., Box 482, Mammoth Lakes, California 93546.

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WINNER John Hateley – Montesa 250cc Capra

TIM HART – MONTESA

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RESULTS

ASCOT HALF MILE
Gardena, Cal.
Aug. 22, 1969
By Dewitt Thuett

15 LAP "A" MAIN

Mel Lacher	H-D
Tom Rockwood	BSA
Dave Smith	BSA
Shorty Seabourne	BSA
Ralph White	BSA
Terry Donaher	Vel
Len Earl	H-D
Don Dudek	Tri
Paul Conserriere	H-D
Lloyd Houchins	Tri

TROPHY DASH
Lacher
Houchins
Rockwood
Donaher

8 LAP NOVICE FINAL

Don Emde	Suz
Freddie Edwards	Yam
John Hateley	Suz
Randy Ellis	Bul
Phil Hinkle	Suz
Ted Longwith	Kaw
Mike Van Scoy	Suz
Neal Blochinger	H-D
Chuck Hart	H-D
Milo Walz	Hon

MOTOCROSS
Hellonahill Raceway, Ca.
Sunday, Aug. 24, 1969

OPEN EXHIBITION

Gene Fetty	Hus
Bill Silverthorn	Hus
Gary Jones	BSA
Bruce Torbett	Hus

250 EXHIBITION

Garry Harris	C-Z
John Kenyon	C-Z
Bill Silverthorn	Hus

OPEN EXPERT

John Rice	Mai
Gene Fetty	Hus
Gene Fetty	Hus
KenRenick	C-Z

250 EXPERT

John Kenyon	C-Z
Jeff Willis	Eag
Garry Harris	C-Z

125 EX.

Diego Galda	Yam
Dick Cochran	Sac
Bud Willis	Sac

100 EX.

John Davis	Sac
Rich Norbaard	–
Floyd Roach	Pen
H. Henderson	Hod

OPEN NOVICE

Larry Lee	Hus
Dave Molitor	Hus
Mike Chambers	Hus
Dale Sachs	–

250 NOV. DIV. I

Dick Como	Hus
Tom Wester	Hus
Jim Sundquist	Hus

250 NOV. DIV. II

Armond Caprio	C-Z
Gary Askens	Yam
Glenn Hovanec	Hus

125 NOVICE

Porter Friend	Hod
Pete Bauerlein	Hod
Arthur Seibert	Hod

LOST COYOTES M.C.
EUROPEAN SCRAMBLES
Rosamond, Cal.
Aug. 24, 1969
By Dick Wright

100cc NOVICE

Tom Brooks	Hod

250 NOVICE

Dave Trib	Hus
Don Hughes	Yam

500 OPEN NOV.

Ron Jones	Tri
Butch Broman	Hus

500/OPEN AM./EX.

Larry Bergquist	Bul
Doyle Fields	Tri
Chuck Raudman	C-Z
Steve Kirk	Mon
Larry Burns	Hus
#567	–
Whitey Gregory	Mai

100cc AM/EX.

Terry Clark	Hod
Jeff Wright	SS Hod
Ken Buckspan	Hod
Corids Brooks	Hod
Steve Fortner	Hod

250 AM./EX.

Mike Patrick	Yam
Tom Poteet	Bul
Mark Rader	Yam
Gary Griffin	Bul
Terry Clark	Yam

FAIRGROUNDS SPEEDWAY
Costa Mesa, Cal.,
August 22, 1969
By Mike Capalite

1st MATCH RACE

Stu Morley	Jaw
Bruce Haserot	Jaw

2nd MATCH RACE

Steve Scott	Jaw
Rick Woods	Jaw

1st CLASS B EVENT

Jan Crawford	Jap
M. Keena	Jap
Joe Anderson	Jaw

2nd CLASS B EVENT

Gary Bray	Jaw
Larry Earhart	Jap
Bill Manley	Jap

HANDICAP MAIN

Larry Heinselman	Jaw
Rick Woods	Jaw
Steve Bast	Jaw
John Fishburn	Jap
Steve Scott	Jaw
Jim Gresham	Jaw

SCRATCH MAIN

Rick Woods	Jaw
Steve Bast	Jaw
Swede Savage	Jaw
Steve Scott	Jaw

TT RACES
Hanford, Cal.
Aug. 22, 1969
By Jack Light

90cc NOVICE

Ryle Lessley	Kaw
Ted Davidson	M-B
Jeff Davidson	Bri

90cc AMATEUR

Steve Baker	Hod
Gary Maulden	M-B
Larry Ringler	Cim

125 NOVICE

Rick Mears	Sac
Dan Summerlin	Yam
Lester Manson	Yam

125 AM./EX.

Ron Tobey (Ex)	Yam
Jim Hodge (Am)	Yam
Leon Cotton	Yam

200 NOVICE

Rick Reed	Bul
Steve Salyer	Bri
John Villanueva	Bul

200 AMATEUR

Adam Pollak	Bul
David Matthews	Bri

250 NOVICE

Ron Keener	Yam
Jack Dodds	Bul
Lee Tyler	Bul

250 AMATEUR

Leonard Reed	Bul
Ray Comer	Bul
Carl Nelson	C-Z

250 EXPERT

Steve Snider	Bul
Ken Hale	Bul
Greg Grouleff	Bul

360 NOVICE

Henry Patrick	Mai
Gary Been	Mai
Joseph Chellino	Bul

360 AMATEUR

Jack Cherris	Mai
Stan Sibley	Bul
Dwayne Shockley	Bul

500/600 OPEN NOV.

Alan Haydon	BSA
Jim Lynch	Tri
Ed Williams	BSA

500/650 OPEN AM.

Louie Wood	Tri
Don Harrell	BSA
Jim Lawler	Tri

650 EXPERT

Carrol Jackson	BSA
D. McCaulley	BSA
Jim McCracken	Tri

LOST ANGELS TT
Tijuana, Mexico
August 24, 1969
By Bill Harmer

100cc

Del Ocheltree	Hod
Jim Holt	Kaw
John Montez	Kaw

200cc

Jim Casey	Kaw
John Montez	Kaw
Jim Holt	Kaw

200 to OPEN

Frank Close	Tri
Larry Blum	Tri
Pat Murphy	Tri
Norman Walke	Bul

SWEEPSTAKES

Larry Blum	Tri
Del Ocheltree	Cim
Andy Hernandez	Nor
Pat Murphy	Tri

BONNEVILLE NATIONAL SPEED TRIALS
Wendover, Utah, Aug. 17, 24, 1969 By Dan Zeman

SPEED RECORDS

Name	Class	Record	Make
Richards & Holton	S-A-750	221.742	Tri
Don Vesco	S-C-350	214.062	Yam
Leo Payne	PS-A.3000	196.512	H-D
C. Neilson	CPS-A-3000	180.596	H-D
Don Sliger	APS-A-3000	178.755	H-D
Gough & Clark	APS-A-750	169.331	Tri
Leo Payne	PS-A6-3000	162.164	H-D
Warner Riley	PS-A6-1200	160.222	H-D
D. Sliger	A-A-750	158.126	R-E
Art & Joy Houston	APS-AB-750	151.407	Tri
Robt. George	A-AG-3000	150.914	H-D
R. Bradley	APS-A-750	150-832	Tri
Warner Riley	C-AG-1200	150.470	H-D
Don Vesco	PS-C-350	150.266	Yam
Tom Elrod	APS-AG-3000	149.315	H-D
R. Grant & Suz.	PS-A-500	148.884	Suz
R. Bradley	APS-C-750	148.323	Tri
J.Baker & Tri. Det.	PS-C-750	147.723	Tri
Ron Grant & Suz.	PS-C-500	147.153	Suz
V. Davenport	PS-AG-750	145.650	Tri
V. Davenport	APS-AG-750	145.567	Tri
V. Davenport	PS-C-750	144.852	Tri
Lackey & Tri. Det.	A-AG-750	144.481	Tri
R. Grant & Suz.	C-C-500	142.650	Suz
Early & Tri. Det.	PS-A-750	142.406	Tri
R. Lackey	A-C-750	141.569	Tri
Roger Selby	APS-A-500	141.370	Kaw
R. Thomas	A-AG-1200	141.242	H-D
Early & Tri. Det.	C-A-750	139.871	Tri
R.M. Thomas	APS-AG-1200	139.781	H-D
Joy and Art Houston	PS-AB-750	138.541	Tri
Tri. Detroit	C-C-750	137.407	Tri
Early & Tri. Det.	C-AG-750	136.249	Tri
Robt. Ebeling	A-AG-750	134.0	Tri
Art & Joy Houston	C-AB-750	133.379	Tri
Roger Selby	A-A-500	132.875	Kaw
Art & Joy Houston	A-AB-750	132.771	Suz
Ron Grant & Suz.	PS-A-250	132.771	Suz
Bruce Miller	APS-C-883	132.093	H-D
Tom Elrod	APS-AG-883	130.843	H-D
Ron Grant & Suz.	PS-C-250	130.117	Suz
M. McCann	APS-AG-500	126.379	Nor. Mx.
Ron Grant & Suz	CC-250	125.854	Suz
G. Kuntz	C-A-500	123.370	Kaw
D. Southern	A-A-350	120.317	Hon
Howell & Sac. Cy.	C-AG-500	120.046	Kaw
Charlie Cash	A-C-250	119.326	Suz
Bruce Cox	A-C-500	117.092	Kaw
J. Leininger	A-AG-500	116.654	Hon
S. McMillen	C-AG-650	114.904	BSA
D. Mutz	APS-C-350	109.011	Hod
Clark Immel	PS-AG-500	101.608	–
Tyler & Vesco	S-C-100	101.225	Yam
Jerry Jones	A-C-350	100.018	Hon
J. Conlan	APS-AG-175	92.561	Bon
J. Lowe	APS-A-100	87.489	Hon
D. Lowe	A-A-100	84.816	Hon
John Rose	C-AG-200	80.839	Hon
T. Stockstill	C-AG-100	80.026	–
Darrel Packard	A-A-50	78.947	Suz
John Conlan	AAG-100	79.774	Bon
Darrel Packard	A-A-G.50	72.558	Suz
Alton Stewart	C-AG-125	71.480	Sac
Embrey & Blassingham	A-C-50	38.559	Hon

CMC NIGHT MOTO CROSS
Fontana, Cal.,
Saturday, Aug. 23, 1969

125 JR

Walt Bird	Yam
Jay Carmello	Yam
Joe Carmello	Yam

250 DIV I

Greg Schweers	Bul
Dale Renegar	Hus
Jerry Burd	Bul

250 DIV II

Jim Fishback	Yam
Richard Richardson	Hus
Don Love	Hus

250 EX

Kiyomaru Kato	CZ

500cc

Carl Cotton	Eag

ALL COMERS

Kiyomaru Kato	CZ
Jim Fishback	Yam
Jay Carmello	Yam

WHITEMAN STADIUM
Pacoima, Cal.,
August 23, 1969
By Mike Capalite

TROPHY DASH

Rick Woods	Jaw
Steve Bast	Jaw
Larry Heinselman	Jaw
Sonny Nutter	Jaw

C MAIN

Jim Gresham	Jaw
John Carter	Jaw
Jim Ashworth	Jaw
Lonnie Arnold	Jap

B MAIN

Rick Woods	Jaw
Stu Morley	Jaw
Norm Elledge	Jaw
Mike Konle	Jaw

A MAIN

Mike Bast	Jaw
Larry Heinselman	Jaw
Sonny Nutter	Jaw
Steve Bast	Jaw

SIMI VALLEY TT SCRAMBLES
Elsinore, Aug. 23, 1969
UNOFFICIAL
By Maureen Lee

100cc NOVICE MAIN

Dan Daigh	Suz

100cc AM-EX MAIN

Steve Nicholls	Yam
Troy McKee	Hod

50cc

Richard Carver	Yam
Jay Lewis	Yam
Jeff Sexton	Hon

125cc NOVICE MAIN

Ray Martin	Yam
Jim Parker	Sac
Bob Millner	Yam

125cc EXPERT MAIN

Steve Nichols	Yam
Gary Bailey	Pen
Al Baker	Yam

200cc COMBINED MAIN

Fred Bendrat	Bul
GraigCove	Oss
Dan Ney	Bul

250cc NOVICE MAIN

Larry Shaw	Bul
Ed Mitchell	Yam
Larry Gino	Kaw

250cc AMATEUR MAIN

Randy Ellis	Yam

250cc EXPERT MAIN

Steve Nicholls	Yam
B. Frauenberger	Bul

250cc NOVICE

Dve Rich	Duc

350-500 AMATEUR

Jim Stein	Cz

350-OPEN EXPERT

Gary Bailey	Gre
Terry Dorsch	Tri

ULSTER G.P.
North Ireland
Aug. 16, 1969

50cc

A. Nietto	Der

250cc

Ken Carruthers	Ben

350cc

Count Agostini	MV

500cc

Count Agostini	MV

SIDEHACKS

K. Enders	BMW

15 LAP NATIONAL
Sedalia, Mo.
Aug. 24, 1969

EXPERT FINAL

Jim Rice	BSA
L. Palmgren	Tri
C. Palmgren	Tri
Darrell Dovel	BSA
Neil Keen	BSA

AMATEUR FINAL

Don Castro	Tri
Ken Pressgrove	BSA
Dave Aldana	BSA

HEAT WINNERS

Jim Rice	BSA
Yvon Duhamel	BSA
Dick Mann	BSA
Gene Romero	Tri

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TT SCRAMBLES
CEREBRAL PALSY BENEFIT
Salinas, Calif.
Aug 24, 1969
Trophy winners

SIDEHACKS-LTWT

Richard Brown	Mat
Dick Eaton	Mat

WHEEL STAND

Russ Powell	BSA
Gary Dillard	Hon

BEST DRESSED MAN & MACHINE

Jim Workman	Bul

MAN MILE TROPHY
Oakland M.C.

650cc EXPERT

Allen Kenyon	BSA
Rick Otto	Tri
Bill Budde	BSA
Dan Hughes	Tri
Robert Scally	Tri
Bud Kneass	Tri
Elmer Gantry	Tri
Russell Powell	Tri

650cc AMATEUR

Greg Rondy	Tri
Bud Riddle	Tri
Steve Spence	Tri
Al Ludwigsen	Tri
Norm Seidel	Tri
Ray Trujillo	BSA
Jerry Philpott	Tri

650cc NOVICE

Craig Godwin	Tri
John Armer	Tri
Jay Pilkington	BSA
Alan Haydon	BSA
Robert Hwnneuse	Tri

SIDEHACK – HVY. WT.

David Roesh	H-D
Terry Benge	
Cleve Rettus	HD
Harry Fisher	
Jim Moffitt	BSA
James McNeal	

500ccNOVICE

Larry Shultz	Tri
Don Tindall	Tri
John Little	Mon
Dennis Smith	Tri
Ben Travis	Hon
Billy Williams	Tri
Ron Bass	BSA

500cc EXPERT

Cliff Aksland	Bul
Bruce Teixeira	Tri
Ray Huff	BSA
Don Chisholm	Bul
Jerry Chadim	Tri

500cc AMATEUR

Gary Smart	Mon
Don Wilson	Bul
John Evilsizor	BSA
Sherwin Kimball	Mai
Bob Perry	Hus
Ed Baldwin	Mai
Tom Madlem	CZ

350cc NOVICE

Roger Steydung	Hon
Dorian Jewett	Hon
Michael Valencia	Hon
Don Wells	Hon
Tom Shumard	BSA

250cc AMATEUR

Steve Pestoni	Mon
Larry Desmond	Bul
Matt Falconer	Bul
Randy Bailey	Mon
Gary Dillard	Yam
Bill Hines	Kaw
Joe Pearce	Ossa
Kris Bakke	Bul
Bud Riddle	Yam

250cc NOVICE

Ron Douglas	Bul
Mike Renslow	Bul
Bill Trumbell	Yam
Gary Choplin	CZ
Fred Rohrenbach	Mon
Patrick Thornton	Yam
Gerald Jarman	Bul
Mike Williams	Suz
John Carrasco	Bul
Steve Loyal	Yam
Pete Marchand	Kaw

350cc EXPERT

Ian Maclachlan	Duc
Bill Grose	Hon
Don Murray	Hon

350cc AMATEUR

Graig Fillmer	Hon
Bill Bourgois	Hon
Bob Honwood	Hon
Robert Clesson	Hon

200cc EXPERT

Larry Darr	Bul
Robert Goodman	Bul
Barry Webb	Kaw

200cc AMATEUR MAIN

Ivan Shigemasa	Bul
Larry Powers	Bul
Steve Lacey	Bul
Craig Fillmer	Hon

200cc NOVICE

Aaron Asman	Bri
Benny King	Suz
Dennis Cameron	Bul
Matt Christe	Hon
Neil Koch	Bul
Marty Lewis	Bul
Mike Franco	Bul

250cc EXPERT MAIN

Harry Dring	Yam
Jim Foley	Bul
Mike Akatiff	Suz
Ray Huff	Yam
Mike Yarn	Ossa
John Silva	Yam
Keith Carlson	Ossa
Gary Hurst	Kaw
Gene Conant	Bul
Bruce Texeira	Bul
Kenny Roberts	Suz
Jim Rice	Bul

RESULTS

DEADMAN'S POINT MOTOCROSS
Apple Valley, Cali.
August 17, 1969

100 DIV. I	
Frank Wilsford	Hod
Jim Harwood	Hod
Mike Rogers	Suz
100 DIV. II	
Frank Wilsford	Hod
Jim Hoover	Sac
Ted Nowak	Hod
125	
Jim Robertson	Pen
Geral Yarbrough	Bul
John Gallarza	Pen
Bill Smith	Yam
250 DIV. I	
Jay Ferris	Yam
Robert Whitlock	Yam
Bob Martin	Mon
250 DIV. II	
Robert Paxton	Yam
Ron Matheny	Yam
Charles Smith	Yam
250 SENIOR	
Ron Peterson	Yam
George Spellman	Oss
OPEN JUNIOR	
Jerry Wilmon	Mai
Robert Paxton	Yam
Jack Cothar	Hus

CYCLELAND SPEEDWAY
Chico, Cal.
Aug. 16, 1969
By J. Noffsinger

100cc B MAIN	
Gregg Lonberg	Hod
SCRATCH MAIN	
John Grant	M-B
John Allen	M-B
Delmo Becker	Kaw
200cc B MAIN	
Dale Wondergem	Hon
SCRATCH MAIN	
Joe Allen	Kaw
HANDICAP MAIN	
Joe Allen	Kaw
Dale Wondergem	Hon
Dick Turner	Hon
250cc B MAIN	
Ron Chesney	Yam
SCRATCH MAIN	
Randy Scott	Yam
HANDICAP MAIN	
Manfred Heyrend	Yam
Mike Corcoran	Yam
Jim Crensahw	Yam

ELSINORE TT
Elsinore, Cal.,
August 16, 1969

MINI	
Ed Newcomb	
POWDER PUFF	
M. Whitten	Hod
100 NOV 1st MAIN	
D. Daigh	Suz
J. Sperry	Suz
D. Tudor	Hod
D. Remp	Yam
100 NOV 2nd MAIN	
Chipper	Kaw
R. Aquirre	Suz
G. Little	Hod
J. Hellerud	Hod
125 NOVICE	
W. Blakeslee	Yam
C. Grizzle	Yam
R. Hill	Yam
W. Sharpe	Yam
200 NOVICE	
F. Bendrat	
R. Lockwood	Hon
250 NOVICE	
S. Jones	Eag
L. Shaw	Bul
D. Walters	Yam
S. Ekins	Yam
350 & 500	
B. Bart	Eag
B. Mayer	Hon
OPEN NOVICE	
E. West	Tri
R. Marks	Gre
100 EXPERT	
J. Hoffard	Suz
D. Hopkins	Suz
L. Bird	Yam
125 EXPERT	
L. Bird	Yam
W. Sharpe	Yam
R. Hill	Yam
250 EXPERT	
M. Hannon	Bul
J. Sprague	Yam
C. Soderstrom	Bul
350 & 500 EXPERT	
C. Soderstrom	Bul
SPEC EX	
D. Luna	Tri
M. Hannon	Bul

ACA SHORT TRACK
Orange County Raceway
August 20, 1969

125 TT TD	
Jim Raymond	Yam
125 TT MAIN	
Steve Nichols	Yam
Jim Raymond	Yam
Ray Vanderpool	Yam
Mike Payse	Bul
Greg Wickam	Suz
Ron Taylor	Yam
Loran Chapple	Kaw
Gary Scott	Cim
Steve Hoffee	Hod
Doug Field	Hod
Ed Newcomb	Bul
Clyde Grizzle	Yam
250 TT TD	
Ray Vanderpool	Bul
250 TT MAIN	
Jim Raymond	Mon
Ray Vanderpool	Bul
Mike Hannon	Bul
DeWayne Jones	Tri
Russ Shull	Bul
Ron Hoesterey	Kaw
Devon Sowell	Bul
Bryon Farnsworth	Bul
Ron Gardner	Bul
Ron Ringen	Kaw
500 TT TD	
Gary Jones	BSA
500 TT MAIN	
Ray Vanderpool	Tri
Jim Peterson	Tri
Mike Payse	Gre
Al Smith	BSA
Bob Williams, Sr	Mai
Gary Jones	BSA
Woody Schamel	Mon
Bill Traver	Mon
Larry Lee	Hus
Brent Morse	Hon
Gary Scott	Bul
Don Williams	Mon
125 ST TD	
Jim Raymond	Yam
125 ST MAIN	
Carl Byers	Hod
Gary Scott	Cim
Scott Autrey	Yam
Jim Raymond	Yam
Steve Nichols	Yam
Loran Chapple	Yam
Ron Taylor	Yam
Mike Payse	Yam
Clyde Grizzle	Yam
250 ST TD	
Randy Ellis	Bul
250 ST MAIN	
Randy Ellis	Bul
Devon Sowell	Bul
Jim Peterson	Kaw
Jim Raymond	Mon
Tom Vardeman	Bul
Mike Toussau	Kaw
John Balaam	Bul
Dan Headrick	Suz
Gerald Jarman	Bul
500 MAIN	
Al Smith	BSA
Randy Ellis	Tri
Jim Raymond	Mon
Gary Scott	Bul
Dan Headrick	Suz
Bob Williams, Sr	Mai
Woody Schamel	Mon

TULARE TT
Tulare, Cal.
Aug. 16, 1969
By Jean Potter

NOVICE MAIN	
John Hateley	Mon
Tod Sloan	Bul
Don Emde	Bul
Bill Morgan	Bul
Randy Smith	Bul
Robert Morgan	Bul
Dick Allen	Yam
Guy Smith	Oss
C.L. Andrews	Bul
Leonard Page	Kaw
Richard Perevica	Bul
Jimmie Maxwell	Bul
AM./EX. MAIN	
Mike Haney	Tri
Bob Ferro	Tri
Bob Bailey	Tri
Ron Pierce	Tri
Paul Bostrum	Tri
Mike VanAcker	Tri
Lloyd Houchins	Tri
Larry Laine	Tri
Greg Hodges	Tri
Carroll Jackson	BSA
Richard Fox	Tri
Larry Wilburn	Tri

DRIFTERS TT
White Salmon, Wash.
August 17, 1969
By N. A. Williams

100cc TROPHY DASH	
Ricky Graves	Hod
A MAIN	
Joe Kegley	Hod
Steve Harvey	Kaw
Jim White	Hod
200cc TROPHY DASH	
Bob Wright	Bul
A MAIN	
Bob Wright	Bul
Dick Beightol	Yam
Dave Kennedy	Yam
B MAIN	
Robert Taylor	Yam
Ed Bordwell	Yam
250cc TROPHY DASH	
Allen Morinville	Kaw
A MAIN	
Mike McCall	Kaw
Allen Morinville	Kaw
Sonny Wright	Yam
250cc B MAIN	
Joe Kegley	Yam
Rick Mitchell	Gre
C MAIN	
Jay Lacey	Bul
OPEN TROPHY DASH	
Jim Gale	Tri
A MAIN	
Jim Gale	Tri
Steve Lamborn	Tri
Doc Harmon	Hon
B MAIN	
Don Foster	Hon
Tim Howard	BSA

SACTO SHORT TRACK
Sacramento, Cal.,
August 16, 1969
By Steve Rooney

100 NOVICE	
Bill Trumbull	Yam
Ralph Simpson, Sr	Bri
Rollen Eskew	Yam
Robbie Robison	Suz
125 NOVICE	
Bill Byrd	Pen
Tom Fleming	H-D
Rich Ward	Yam
Jerry Barrick	Yam
125 AMATEUR	
Ray Barnhill	Yam
Ron Blackman	Hod
Charles McGimsey	
200 NOVICE	
Bob Leamer	Hon
Fenn Pervier	Hon
Doug Kunsman	Bul
Vilas Burgess	Bul
200 AMATEUR-EX	
Steve Lazzarini	Suz
John Dotson	Bul
Fred McFarland	Suz
R. Pierre Bares	Tri
250 NOVICE	
Wayne Davis	Kaw
Bill Whiteside	Bul
Sam White	Hon
George Newhart	Kaw
Paul Minor, Jr	Bul
Rich Dashiell	Bul
Hal Johnson	H-D
Ron Matteri	Bul
250 EXPERT	
John Green	Kaw
Milan Vickers	Kaw
Danny Davies	Bul
George Carter	Yam
Tim Fitzgerald	Kaw
MINI BIKES	
Jeff Younger	Hon
Greg Fergerson	Hon
Eric Freed	Hon
John Minor	Hon
Mike Robison	Hon

SIDEWINDERS TT
August 15, 1969
By J. Lacey

NOVICE TROPHY DASH	
Chuck Joyner	Kaw
FIRST HEAT	
Mike McCall	
SECOND HEAT	
Harold Morse	
NOVICE MAIN	
Darrel Cotton	Kaw
Chuck Joyner	Kaw
Harold Morse	Bul
NOV CONSOLATION	
Harold Evans	Kaw
AM EX TROPHY DASH	
Jack Mott	BSA
AM EX B MAIN EVENT	
Jay Willey	BSA
Ken Hart	Tri
AM EX A MAIN EVENT	
Jack Mott	BSA
Bill Jackson	Tri
Thad Lawrence	Kaw

ORANGE COUNTY FT & TT
El Toro, Cal.,
August 13, 1969

125 TT TD	
Jim Raymond	Yam
125 TT MAIN	
Steve Nichols	Yam
Jim Raymond	Yam
Ron Taylor	Yam
Whitney Blakeslee	Yam
Doug Field	Yam
Steve Hoffee	Hod
John Steeber	Hod
Gary Scott	Cim
Ed Newcomb	Bul
250 TT TD	
Jim Raymond	Mon
250 TT MAIN	
Ray Vanderpool	Bul
Jim Raymond	Mon
Mike Hannon	Bul
Devon Sowell	Bul
Larry Shaw	Bul
Russ Shull	Bul
Scott Henrickson	Bul
John Potter	Oss
Jim Shipman	Kaw
Ron Gardner	Bul
500 TT TD	
Wayne Hosaka	Tri
500 TT MAIN	
Wayne Hosaka	Tri
Mike Hannon	Bul
Bob Williams, Sr	Mai
Al Smith	BSA
Don Williams	Mon
Larry Layman	CZ
Brent Morse	Hon
Woody Schamel	Mon
Lynn Gregory	Hon
125 ST TD	
Steve Nichols	Yam
125 ST MAIN	
Scott Autrey	Yam
Gary Scott	Cim
Ron Taylor	Yam
Whitney Blakeslee	Yam
Steve Nichols	Yam
Mike Payse	Yam
Jim Raymond	Yam
Vince Steeber	Hod
Joe Jones	Kaw
Jan Ballard	Cim
250 ST TD	
Jim Raymond	Mon
250 ST MAIN	
Tom Vardeman	Bul
Jim Peterson	Kaw
Devon Sowell	Bul
Jim Raymond	Mon
Larry Shaw	Bul
Dan Headrick	Suz
Gerald Jarman	Bul
Laryy Hardison	Yam
John Balaam	Bul
Joe Jones	Bul
500 ST TD	
Jim Raymond	Mon
500 ST MAIN	
Mike Hannon	Bul
Jim West	Tri
Jim Raymond	Mon
Dan Headrick	Suz
Bob Williams, Sr	Mai
Larry Layman	CZ
Don Williams	Mon
Woddy Schamel	Mon
Chuck Tidwell	Mai
Mike Boyle	BSA

ADELANTO TT
Adelanto, Cal.,
August 24, 1969
By Erma Redding

100cc NOVICE	
Walt Foster	Suz
Orme Dwyer	V-T
Chris De Boer	Yam
125 AM EX	
Earl Roloff	Yam
Rich Sweany	Kaw
Jimmy Raymond	Yam
MINI	
Gary Woods	Pow
Richard Olivera	Hon
Don Freedle	H-D
250 NOVICE	
Mike Wilson	Oss
Earl Roloff	Yam
Gary Wells	Bri
250 AM EX	
Ron Moore	Yam
Jimmy Raymond	Mon
Karl Wilson	Bul
500cc	
Don Williams	Mon
Woody Schamel	Mon
Gary Schafer	Bul
OPEN	
TerryMorairty (tie)	Tri
Terry Dorsh (tie)	Tri
Karl Wilson	Bul
Ron Bonner	Tri

CMC MOTO CROSS
Carlsbad, Cal.,
August 24, 1969
By Greydon Maechtle

125 EXPERT	
T. Hart	Sac
M. Runyard	Sac
J. Creager	Yam
B. Vacca	Bul
G. Cannady	Sac
R. Fry	Pen
B. Frauenberger	Bul
T. Rapp	Bul
250 EXPERT	
T. Rapp	Bul
T. Hart	Mon
J. West	Yam
B. Kulek	CZ
K. Kato	CZ
W. Axthelm	CZ
G. Smith	CZ
B. Daron	CZ
C. Lunde	CZ
Pera	CZ
C. Iverson	Hus
J. Maynard	CZ
G. Etheridge	CZ
D. Eckhardt	Hus
500 EXPERT	
P. Petty	Mai
W. Axthelm	Met
T. Hart	Mon
R. Fry	Hus
M. Blackwell	CZ
R. Wilson	AE
J. Maynard	CZ
A. Pillon	Met
J. Randeman	Mai
D. Vick	Hus
125 (#1) JR	
B. Urban	Bul
R. Foshay	Sac
T. Schmate	Sac
B. Holcomb	Pen
M. Cook	Bul
125 (#2) JR	
E. Crippa	Sac
M. Pritchard	Bul
D. Rodgers	Bul
J. Harter	Pen
J. Warner	Sac
125 (#3) JR	
B. Benites	Pen
R. Morita	Pen
R. Morrison	Bul
B. Harber	Pen
D. Burnett	Bul
250 (#1) JR	
J. Harber	CZ
B. Brown	CZ
R. Peterson	Yam
D. Smith	Hus
G. Spellman	Oss
250 (#2) JR	
G. Schweers	Bul
B. Spann	Mon
M. Harrison	AE
P. Jacobson	Hus
J. Myers	Bul
250 (#3) JR	
Pfutzenreuter	Bul
C. Esterline	Bul
S. Lunde	CZ
J. Boldt	CZ
A. Wurtzeo	CZ
550 (#1) JR	
P. De Benedetti	Mai
S. Jones	Hus
J. Kell	Ric
R. Dugan	Hus
B. Harris	Hus
500 (#2) JR	
J. O'Neal	CZ
B. Rodine	Hus
J. Willman	Mai
G. Graham	Mai
C. Cotton	AE

SHORT TRACK
Cycle Land Speedway
Chico, Cal,
August 23, 1969
By John Noffsinger

100cc CLASS	
BEGINNERS	
Bill Schwein	Hod
SCRATCH	
John Grant	M-B
HANDICAP	
Evan Wipf	Hod
John Allen	Kaw
Delmo Becker	Kaw
200cc CLASS	
BEGINNERS	
Ron Alves	Hon
SCRATCH	
Mike Rockwell	Yam
HANDICAP	
Jerry Spain	Oss
Dick Turner	Hon
Mike Rockwell	Yam
250cc CLASS	
BEGINNERS	
Mike Wilson	Suz
SCATCH	
Joe Henry	Oss
HANDICAP	
Mike Corcoran	Yam
Joe Henry	Oss
Ron Chesney	Yam

SHORT TRACK
Sacramento, Cal,
August 23, 1969

100 NOVICE	
Bill Trumbull	Yam
Jeff Davidson	Bri
Gene Arnaiz	Kaw
Charles Moore	Suz
125 NOVICE	
Dennis Kniernan	Kaw
Steve Bullard	Hon
Greg Johnson	Yam
Don Emerick	Yam
125 AMATEUR	
Terry Henry	Kaw
Paul Minor, Sr	Bul
Ron Blackman	Hod
Rick Smith	Kaw
200 NOVICE	
Fenn Pevier	Hon
Bob Leamer	Hon
Joe Hiner	Bul
Charles Strom	Suz
200 AMATEUR-EX	
Del Silva	Yam
Steve Lazzarini	Suz
John Dotson	Bul
Fred McFarland	Suz
250 NOVICE	
Bill Whiteside	Bul
John Olson	Bul
Wayne Davis	Kaw
Sam White	Hon
250 AMATEUR	
Paul Minor,Jr	Bul
Gale Gibb	Bul
Ron Matteri	Bul
Jerry Baugh	Oss
250 EXPERT	
Steve Sharp	Kaw
John Green	Kaw
Jim Rodaer	Yam
George Carter	Yam
MINI BIKES	
John Minor	Hon
Eric Freed	Hon
Jeff Younger	Hon
Jerry Silva	Rom
Mark Schmeck	Hon
Mitch Davidson	Pow
Jim Blackman	Hon

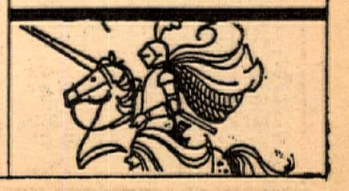
RESULTS

WHITEMAN SPEEDWAY
Pacoima, Cal.,
August 20, 1969
By Mike Capalite

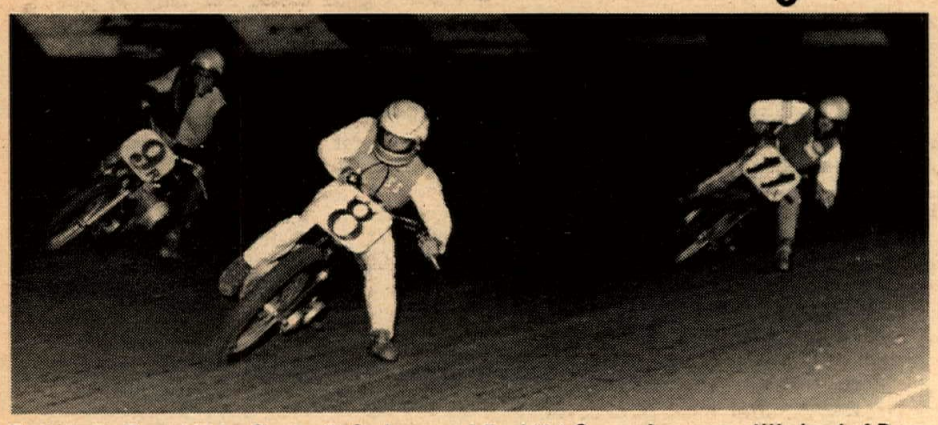
TROPHY DASH	
Rick Woods	Jaw
Steve Bast	Jaw
Sonny Nutter	Jaw
Greg Haserot	Jaw
C MAIN	
Jim Anderson	Jaw
Stu Morley	Jaw
Greg Haserot	Jaw
Harlan Bast	Jaw
B MAIN	
Larry Heinselman	Jaw
Les Chanky	Jaw
Jim Gresham	Jaw
John Carter	Jaw
A MAIN	
Sonny Nutter	Jaw
Steve Bast	Jaw
Rick Woods	Jaw
Paul Conserriere	Jaw

HEAVYWEIGHT SCRAMBLES DIST. 37

CLUBS		
1	Dirt Diggers	855
2	StumpJumpers	418
3	Scramblers	280
4	Lost Angels	257
5	Checkers	242
6	San Bernardino	215
7	Perris Valley	189
8	Simi Valley	178
9	Gripsters	159
10	Rams	105
11	Barstow	83
12	Lightweights	80
13	Antelope Ramblers	75
15	Lost Coyotes	65
16	Hilltoppers	42
17	San Pedro	30
18	Buzzards	8
19	4 - Aces	8
20	Sinners	8



Lacher Antelopes Away With Main Victory



Early in the Expert Main, Shorty (8) Seaborne and Paul (9r) Conserriere were still ahead of Dave (11x) Smith. Smith overcame a dead last start to pick off everybody but the flying Mel Lacher and Tom Rockwood in what ranks as Smith's best ride of the year.

By Dewitt Thuett
Photos by Eric Raits

GARDENA, CAL., Aug. 22, 1969 - Two weeks ago Mel Lacher blew a main event win to rookie Tom Rockwood coming out of the last turn on the final lap of the "A" main event.

This past Friday Mel made sure he did not make the same mistake twice. He also had a slight first lap assist from Lloyd Houchins.

Lacher was hot from the start with a fast time posting that was faster than most with room to spare. Lacher ·ten went out and won his head race and added to it by scorching around the oval on his Harley with two laps in the twenty-two second bracket. Anytime any rider tours Ascot in 22 seconds he is scorching something.

Houchins, who jumped from BSA to Triumph for the first time this year, came on to win his heat race after posting second fast time behind Lacher in time trials.

The final heat race was the yell and scream event of the night with Tom Rockwood waiting until the final turn to pass on the outside and ride in for the heat race win.

Tom Rockwood gave an exhibiton ride on the Triumph Three prepared for him to ride at Sacramento.

Lacher, Rockwood and Houchins then met fro the first time during the night in the Trophy Dash. The three hit the first turn as one rider with Mel scooting to the inside and getting to the back chute in front. He picked up his second straight Dash win and No. 8 for the season.

Ted (114) Longwith and Don (135r) Emde fought it out in their heat race but it was all Emde in the Main.

The 15 lap final lined up for what was a near repeat from the week before. Lacher vs. Rockwood. Veteran vs. rookie and Harley 750 vs. BSA 500.

Shorty Seabourne did not figure into the picture too strongly as he had sailed over the highside earlier in the evening when Lacher broadsided him twice in the heat race. Shorty was bruised and the machine was bent, especially around the fork section. This did not keep him from coming from last to win one of the Semi-Main events.

Lacher, Houchins and Rockwood again hit the first turn as on rider. Houchins fell off in front of Rockwood coming out of the North turn on the first lap of the final. It was just enough edge that Lacher needed to build a good enought lead to keep him from getting passed and beaten by the first year expert, Rockwood.

It was Lacher's first main event win since last May and again he turned many quick laps. Rockwood was a second all the way with the race for third finding no less than four different riders in the show spot before the checkered flag.

Rookie Dave Smith, a two time winner on a Norton 750, showed up on a BSA 500 to come from far back to overtake Seabourne and Ralph White for the position on the final two laps. Seabourne grabbed off fourth with White, who took over the Houchins BSA ride, coming in for fifth in his second appearance this year. So once again it was a 750cc H-D leading five 500cc machines across the line at the Ascot half mile. The battle of the bigger bore rigs against the smaller singles goes again next Friday night.

Ascot is coming up with more and more rookie faces to challenge the long time experts as the battle for the national half mile title on Saturday night, Oct. 4th gets closer and closer.

Down in the novice 250cc lightweight ranks it was again the West's top three riders, Freddie Edwards, Don Emde and John Hateley doing their stuff.

All three won their elimination heats to advance to the reagular program. There Edwards beat Hateley with Emde winning his heat race.

Then Emde, who is fast shaping up as perhaps the best all around novice in the nation this year, really pulled out the stops to hold off Edwards and little John for his third straight main event win.

Edwards was extended by Hateley right down to the finish to hold second place. Emde continues to close the point gap on Edwards each week in a point battle that could be decided on the final night of the season.

Emde has nine novice main event wins this year, Edwards five and Hateley five. Only one other novice, Randy Ellis, has been able to break the hold on these three riders. He has a single main event victory. He finished fourth Friday night.

(Results on page 26)

AUG. 3 MOTOCROSS COMES TO ASCOT

Carefully save the discount coupon in this issue of Cycle News. It will entitle you to 50¢ off the admission to the first-ever Motocross races at L.A.'s venerable Ascot Park. Sponsored by the friends of the American Motocross Team, the day-long action will take place on an incredibly "natural" cross country course laid out by Bob and Gary Bailey and Mike Haney.

All week long the Ascot track maintenance crew has been moving the earth to the Bailey Bros. specifications. A sand pit has been created, mud wallows, jumps, bumps and an island across the biggest lake have been put in. The whole course is decorated with banners and pennants to give that "circuisy" look that adds much to the enjoyment of motocross.

Riders are reminded to have three numberplates on their racers. 125cc class (Junior riders only) white numbers on black background, 250 Jr. & Sr. white on green, 500 Jr. & Sr. black on yellow.

$1000 prize money will be paid to the 250 and 500 class on a per moto basis, rather than overall wins. $5,000 life insurance and $3,000 medical is provided.

Among the stars expected to compete for the prize money and to hlep the American Team Fund are Bob & Gary Bailey, Bill Silverthorn, Lars Larsson, John DeSoto, Tom Rapp, Tim Hart, John Rice, Al Baker, Mike Haney, John & Bob Maynard, Walt Axthelm, Jim West, Dick Jagow and Lonny Peterson.

Pit gates open at 7 a.m. and close at 8:30. All licenses will be accepted. Riders are reminded to have clean, colorful leathers and look pretty for the people.

VEGAS TRIPS OFFERED AT COMBO CROSS

Winners at the Bay Mare Combo Cross will be awarded certificates good for a trip for two to Las Vegas, Nevada, the entertainment capital of the world.

The Management of Bay Mare Racetrack came up with the idea of a prize that would provide a good time for the rider and his lady as well. All other trips offered to riders have been racing trips and these can be won only by a few super shoes.

TT's Alive And Well In Hanford

Story and Photos by Jack Light

HANFORD, CALIF., Aug. 22, 1969 - Don't let anyone tell you that Sportsmen T.T. Scrambles are dead man, it isn't even ill! If anyone, anywhere has his doubts, please follow all roads leading to Hanford, and the proof will be given. Through the cooperation of the Kings County Motorcycle Club, and the Visalia Ramblers Club, Hanford prepares one of the "raceyest" T.T. tracks anywhere. The townspeople come here to witness the action and the racers really come here to race. This night was no exception, with over 150 riders signed up.

The multitude of the small bike classes provided much of the excitement, with their determination to receive the checkered flag. Ryle Lessley, experienced a winning feeling, by piloting his Kawasaki to victory in the 90cc Nov. Main. Ted Davidson and his Mota Beta followed, with Jeff Davidson, Bridgestone mounted in for third. Both the Novice and Amateur 90 Classes were loaded with talent. Remember, these fellows are the stars of tomorrow, and the way many of them go, tomorrow is not too far away. Steve Baker and his Hodaka won the 90 Am. class, with Gary Maulden, Mota Beta second, and the Cimatti ridden by Larry Ringler was there for a well deserved third. Rick Mears and his Speedy Sachs, bested Danny Summerlin, and Lester Manson both riding Yamahas. Rick was noticed before practice, putting the finishing touches on his bike, in preparation for the night's activities...the Sachs was well prepared indeed.

Next on the line were the very quick 125 Am. and Ex. This had to be one of the better races of the evening. Expert Ron Toby had the opportunity to try out his brand new Yamaha for the very first time, winning both the heat, and the main handily. Traffic was thick in the early stages, with Ron taking advantage whenever possilbe, to cross ahead of Jim Hodge and Leon Cotton, Bultaco and Yamaha mounted. The next three events were battles between the Bultacos, Bridgestones and one Yamaha. The 200 Nov. found Rick Reed's Bultaco nose out the Bridgestone of Steve Salyer. The 200 Am. Main had the same situation repeated

Jake Cherris hot shoes his 360 Maico to a Amateur win ahead of Stan Sibley on a Bultaco right behind him. Skip (A) Saylor tries to stretch his boot over to where the traction is.

with Adam Pollak and his Bul. victorious over the Bridgestone ridden by David Matthews. The picture changed when Ron Keener on the Yamaha won over Jack Dodds and Lee Tyler, both astride Bultacos in the 250 Nov. Class. The next two races were extremely close, the 250 Am. and Experts really put on a crowd pleasing display. Leonard Reed, and Ray Comer both on Buls squeezed out Carl Nelson on his CZ for a close, hard fought duel.

Leonard was able to take advantage of the breaks, and maintanined the lead for the checkered in the Amateur. The Expert Class was Bultaco dominated, the first three, Steve Snider, Ken Hale, and Greg Grouleff all on evenly matched Buls, showed what motorcycles racers are made of.

Next up for exercise were the massive Maicos of Henry Patrick and Gary Been in the 360 Novice, with Jack Cherris in the Amateur. Patrick and Been finished one and two ahead of Joseph Chellino and his Bul. Jake had his work cut out for him as he took on the likes of Stan Sibley and Dwayne Shockley, both on Buls. Then came the big jobs, with men strong enough to handle them. The 500 and 650 Open events are no place for weaklings, either physically or mentally. The novices, Alan Haydon, BSA: Jim Lynch, Triumph and Ed Williams, BSA, finished in this order.

The Open Amateur race had to be seen, to be believed and then it was barely believeable. Louie Wood and his Triumph did the impossible. From a poor start off the line, he was dead last for a lap or so. He poured on the coals, and fairly flew the rest of the way, passing the traffic anywhere and everywhere. Louie didn't really have it made, Don Harrell, and Jim Lawler, BSA and Triumph saw to it that he would have to really earn the first place honor, this was a real hair-raiser, and down-right spookey.

The final event of the evening pitted the 650 Experts. Carrol Jackson, combined with his Number 1 BSA, proved to be the most expert Expert this night in touring the course for the checkered flag. Darrell McCaulley also BSA mounted, and Jim mcCracken's Triumph, showed why they too are experts, in pushing Carrol all the way.

(Results on page 26)

Ed Hinds, His Velo, And His Dale Carnegie Oranges Roll Through Morocco

PART TWO

Continued from last week

Speaking of cost you can pick your own level from real class to camping out every night. I never got even near the real class type but really worked out on the other end of the scale. The most expensive and only hotel I stopped in cost $1 for the night. It was over a restaurant in a very small village high in the Rif Mts., just the word hotel scrawled on the wall and an arrow pointing to the door. It was clean and dry and since the weather had turned to a really bitter cold plus fog, sleet and rain I chose it over camping out. A good meal of chicken, rice, bread and tea in the restaurant cost 55¢. They had me bring the bike right into the cafe for the night to be safe.

40¢ A NIGHT

The rest of the time I either camped out or stayed at a youth hostel. There are not a lot of Y.H. in the country but most big cities have one in or near them. The job is to find it as they don't usually go in for signs. They cost 40¢ a night and are not at all fancy but have facilities and a soft bed. These are the places where you meet people from all over the world and find out what's going on where. The camping places are also all grades, some with swimming pools and others with just a water tap and toilet. One word about Morocco toilets, don't plan on sitting down, they are the hole in the floor kind. In areas where there were no camping places I went to the local police hotel (that's what they call their station house) and they would let me sleep near them. This was just for safety reasons as I was told it was a good idea, otherwise they were a poor place to sleep. I met two young men from Spokane who had bought mopeds in Switzerland and planned to continue on across North Africa. As their range was cut down by the slow speed of the bikes they camped wherever they were when it got dark and had no trouble.

INDUSTRIOUS CANADIAN

I met and saw a lot of hitchhikers, including one from Canada who was just lying in the grass enjoying the sun and would hold up his thumb if he heard something coming. It is a good country for hitching and many people get long fast rides. That is if they can put up with the Moroc driver. Up until a few years ago they didn't need a license and even now it's just paper work.

The Moroccans themselves are a very confusing bunch of people, but very interesting and friendly. I should start out with a few words about little boys. The first night in the country I had to park the bike near the street, a young Moroc told me to be sure and take everything off the bikes as little boys might steal something, not older men but just the little boys. I heard this often, (even from little boys) but never had a thing stolen. Wherever the bike was parked it would attract a large crowd of little boys and always an older boy or man would soon try to chase them away, it didn't work though as they never went far. These kids were helpful at times but they usually just stood and stared. In some parts of the country the kids always ask for money right away.

KIDS DO THE FUNNIEST THINGS

I found out that enough kids could also be dangerous. Each big city has an old section or medina. Mostly poor people live in it but also all the markets or souks are found hidden in the narrow winding streets. After wandering through the shops I found myself on the wrong side of the medina just at dark and tried to cut across one corner. I soon had a crowd of 20 or 30 little boys around me all trying to guide me down a dark alley. Much pushing and asking for money. The ones up close then tried to reach into my pockets, the others on the outside just threw little stones. I quickly got to where there were some older people who chased them away, no harm was done except to ego and I learned a good lesson.

Most of the people are very friendly, some days I would about wear my arm out waving back at people on the roadside. Almost anywhere you go you see people on the roadside. Almost anywhere you go you see people even if you don't see their houses. One of the big pastimes is herding sheep or goats or cattle. Even if it is only 1 or 2 animals there is someone there to watch and make sure they stay off the road. Travelers use a variety of transportation, foot, bicycle, mo-ped, donkey, mule, horse, two wheel cart, tractor and a few other odd things. Of course if a man and his wife are going someplace and they have only one donkey or mule she walks! A real sight to see is an arab chief in his white robes and turban riding his big Arabian stallion, looks very impressive.

DALE CARNEGIE, CHAPTER 99

The oranges came in handy with all these people on the roads. I could stop about any place, get off the bike and start peeling an orange. Before I was done someone would come walking or riding by. I would offer them part of the orange and then in a few minutes talking and sign language we would go through all the French I know. It was a good way to meet people but the only problem was they all knew French and Arabic and thought I should know more than just English.

In the cities it was hard to tell who was friendly and who was after your money. Generally anyone who came up to you and spoke English wanted to be a guide for a "small" price. Either that or they had something to sell. In smaller towns this is not true and a person may want to talk to you just to practice his English and be friendly. A young school teacher invited me into his home just for this reason, I had the best meal of the whole trip then. By the way, in Morocco they remove their shoes in the house and eat with their fingers.

"HAVE A SNAIL, BUD?"

As far as food and water go I ate and drank anything and anywhere without getting sick, I do have a strong stomach. There is a wide variety of local dishes that are very good but if you are the type that worries about how well the dishwasher does his job you should stay away from the small cafes and sidewalk food stands. I had a very good meal of snails at one of these stands, I had never had them before.

The man had a big pot full of snails in a sort of broth and as he offered me one free to try I thought I would take a chance. There were only about a half-dozen bowls which he dunked in a bucket between customers. No fancy fork for taking the snail out of his shell, just a straightened safety pin, it did the job and it made a good meal. For only 5¢ you can't expect too much. Another good bargain in prepared food is the brochet. This is 4 or 5 small bits of meat stuck on a wire and cooked over a charcoal fire. You can buy them by the wire and for 20¢ you get 4 wires and a large piece of bread. Some places are real free with the pepper when cooking so you have to be careful.

The best thing Moroc has going for him in the line of drinking has to be their mint tea. It's made with a lot of mint leaves, a lot of sugar, a little tea and some boiling water. You drink it hot and even in the hot weather it tasted great. There are lots and lots of grocery stores from the big central market places down to the sidewalk stand. Most vegetables are the same as you see in the States and are usually fresh, and always cheap. My staple food, the organge, cost about 5¢ per kilo (2 lbs.) which has to be a bargain.

If you camp out and cook your own meals it costs well under a dollar a day. You will find feeding the cycle the big expense. Gas is 15¢ to 20¢ per liter and came to just over $20 for the 1600 miles.

HIPPIE HAVEN

When I say I only covered 1600 miles in three weeks you can see that I didn't push it too hard. Morocco is a great country for bike riding but it is also a nice place to just lie around in the sun, watch people and explore (on foot) the towns. People watching is great because that is about the weirdest crowd you will see outside the hippie area of San Francisco. Because of the prevalence of drugs the country has that certain attraction that draws the odd types, not just Americans but from all countries.

All cities of any size have a medina and it usually takes at least a day to explore it properly and see all the shops. This is the home of the family size manufacturing plant and they make everything. Each trade has its own area and to see them all is a real job. Some, like the one in Fes, are very complicated and you will need a guide the first time. The word to remember when buying is BARGAIN.

(To be continued)

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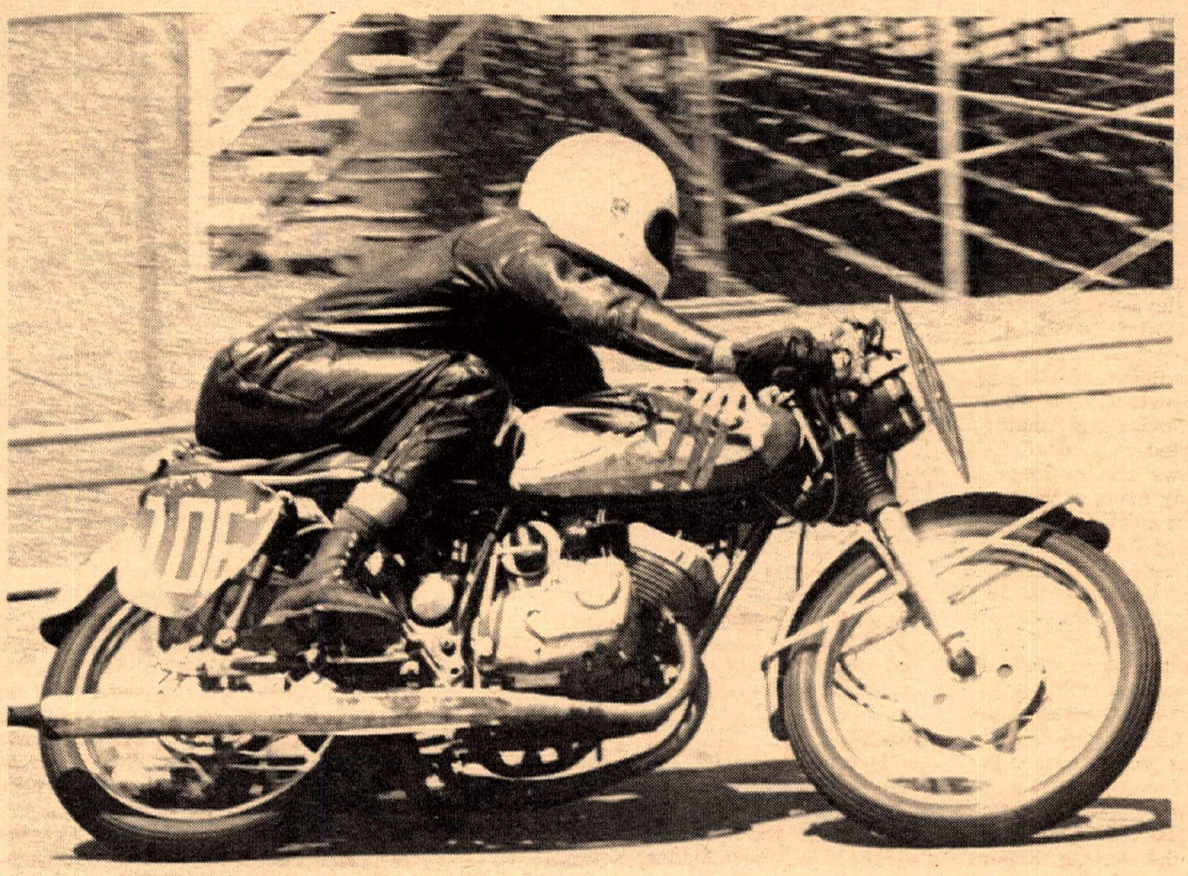

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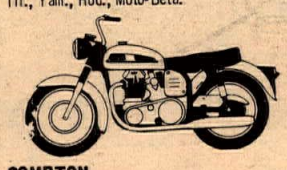

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Scramblin' Around

By Maureen Lee

We received the neat flyer from Reddings Adelanto track advertising their next TT and think it's nice of them to allow the lady riders free entry. Never hurts to give the gals a bit of encouragement and for a first time out. Adelanto is a good track for a beginner because it's so smooth.

The Open class boys are making plans to form a caravan and go down to South Bay some Sunday and do some skidding. Even C.H. Wheat is working on his Triumph for the occasion. We'd like to see some guys from other classes go down too but let's not have anyone think we'll bring back all the gold. That's the District that has some of the fastest bikes in captivity and it's the original land of the reed valve.

It seems I'm often thinking up ways for track owners to spend their money but after watching the Hilltopper flagmen Sunday in the sun I've got another idea. It would be neat if sections of pipe could be sunk into the ground on strategic corners all around the tracks so flagmen could stand a beach umbrella in it for a bit of relief. Maybe the track could even own the umbrellas and rent them for a nominal fee but I bet with some shade around, clubs wouldn't have quite as much trouble rounding up flagmen when it's so ruddy hot!

Have some of you any idea of how truly professional our scrambles are getting? We realize there are literally hundreds of riders who receive little or no help at all and really struggle to support their hobby, but some of the others! Wow! For years top riders were often supplied with all the parts they needed from either a shop or one of the distributors but it's gone even farther than that now. Sponsorship ranges in every category from a 10% discount to a bike to ride with you doing the work on it, up to picking up your racer at the shop Saturday and dropping it off again Monday for them to do all the wrench bending on it. Now cash money has entered. There are a couple of chaps who are probably making out better than some of the true professional Class C racers. Some get a flat fee every time they actually ride the bike, others get as much as $50 for a win in an average Sunday scrambles, more for big races like GP's plus traveling expenses. It always gives us a bit of a giggle when some of these riders look you straight in the eye and say, "We only ride for the fun of it, right? This is just for trophies." Ha! More power to any rider who can come up with a good sponsor, but let's take it easy on the pure and chaste image of "I am a sporting rider." Some of us know better.

Sage & Sloan Win At Merced Bultaco Show

By Tim Thomas

MERCED, CAL., Aug. 12, 1969– Tuesday night's short track was pretty much a Bultaco show with only Butch Corder and Guy Smith stopping them occasionally.

Butch couldn't get his Triumph running in his first heat but came back to win the second. Guy won both of his heats, but his rear tire threw off most of its tread in his semi and he spent the rest of the night slithering around back in the pack. Both Butch and Guy were hampered by their rigid frames on the rough track.

Terry Sage and Tod Sloan were the big winners. They won both of their heats and Semis.

In the Trophy Dash, Tod got the best of Terry and led it all the way home.

In the Main Tod again got the jump but couldn't hold back the super-smooth Terry. Hardly sliding or spinning a tire, Terry went on to win by about a straight-away length lead. Tod and Butch Cordor had a sliding contest with Tod nosing out Butch at the finish.

This was Terry's first ride since the Houston National when he was involved in an accident and broke his leg. Terry surely didn't lose his keen edge during his lay-off.

Tod deserves a big pat on the back for his performance against the more experienced Amateurs and Experts. This was Tod's first attempt at Short Track racing to boot!

It's too bad there aren't more races here since most of the racers liked the track and the purse was really liked.

BSA WINNING WAY

Peoria TT National – Aug. 17, 1969

AMA National Championship Winner Dick Mann

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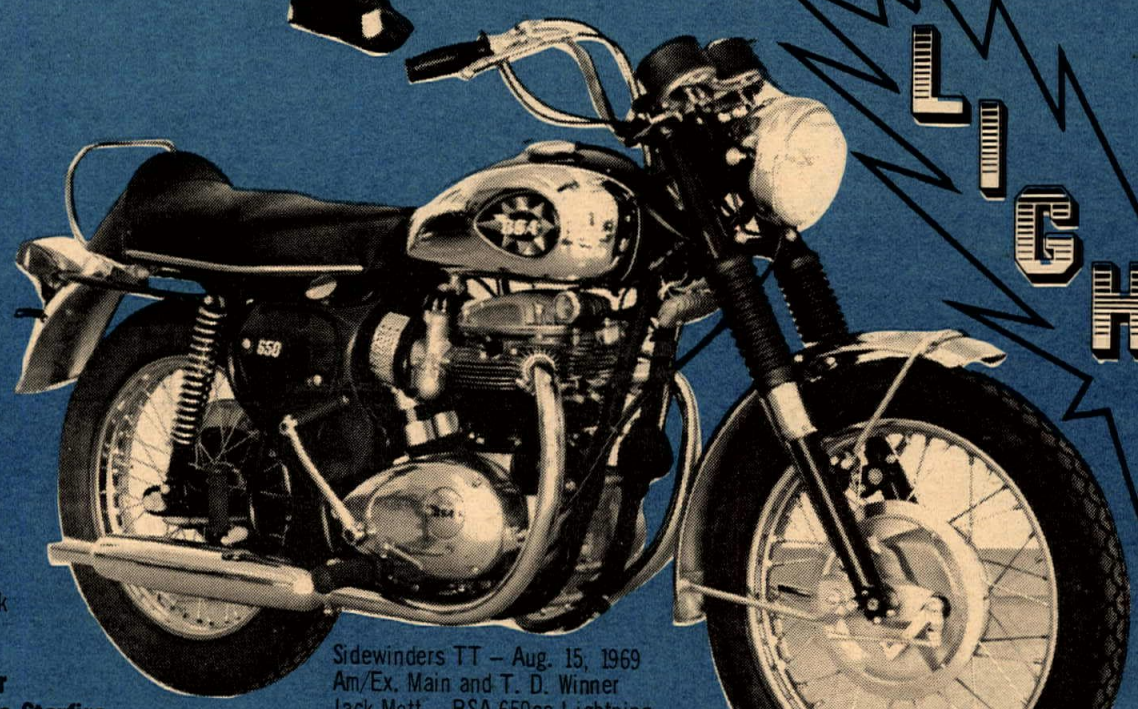

Santa Fe National Short Track
Aug. 15, 1969

Amateur National Winner
Don Castro – BSA 250cc Starfire

AFM Road Race – Aug. 17, 1969
Open Production Winner
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Sidewinders TT – Aug. 15, 1969
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When a man really wants to ride... BSA

Stumpenhaus Stomps Field In 50 Lapper

By Margie

Super smooth Lee Stumpenhaus on a 250 Bultaco Sherpa, treated an overflowing Trojan Raceway crowd to an exhibition of spectacular riding in winning the 250 Midsummer 50 Lap Championship Thursday night.

The start of the 50 Lap Main had two riders going down in the pack causing the black flag to go out.

On the restart, Jimmy Raymond jumped to a strong lead on his Montesa, while the rest of the field battled for positions behind.

After a few laps the traffic sorted itself out, with Dave Riggs running second on a Yamaha, Mike Hannon third on a Bultaco, and Stumpenhaus running fourth and starting to move up.

Lee got by Hannon and now had Riggs in his sights on his charge to the top.

He pressed the Jr. rider for many laps until his patience an out and he screamed by the now failing Yamaha on the back straight.

And scream he did, for in no time at all he was on Raymond's back and pressing the Montesa rider relentlessly.

By now the fans were going wild with two of Trojan's hottest riders fighting it out for the lead.

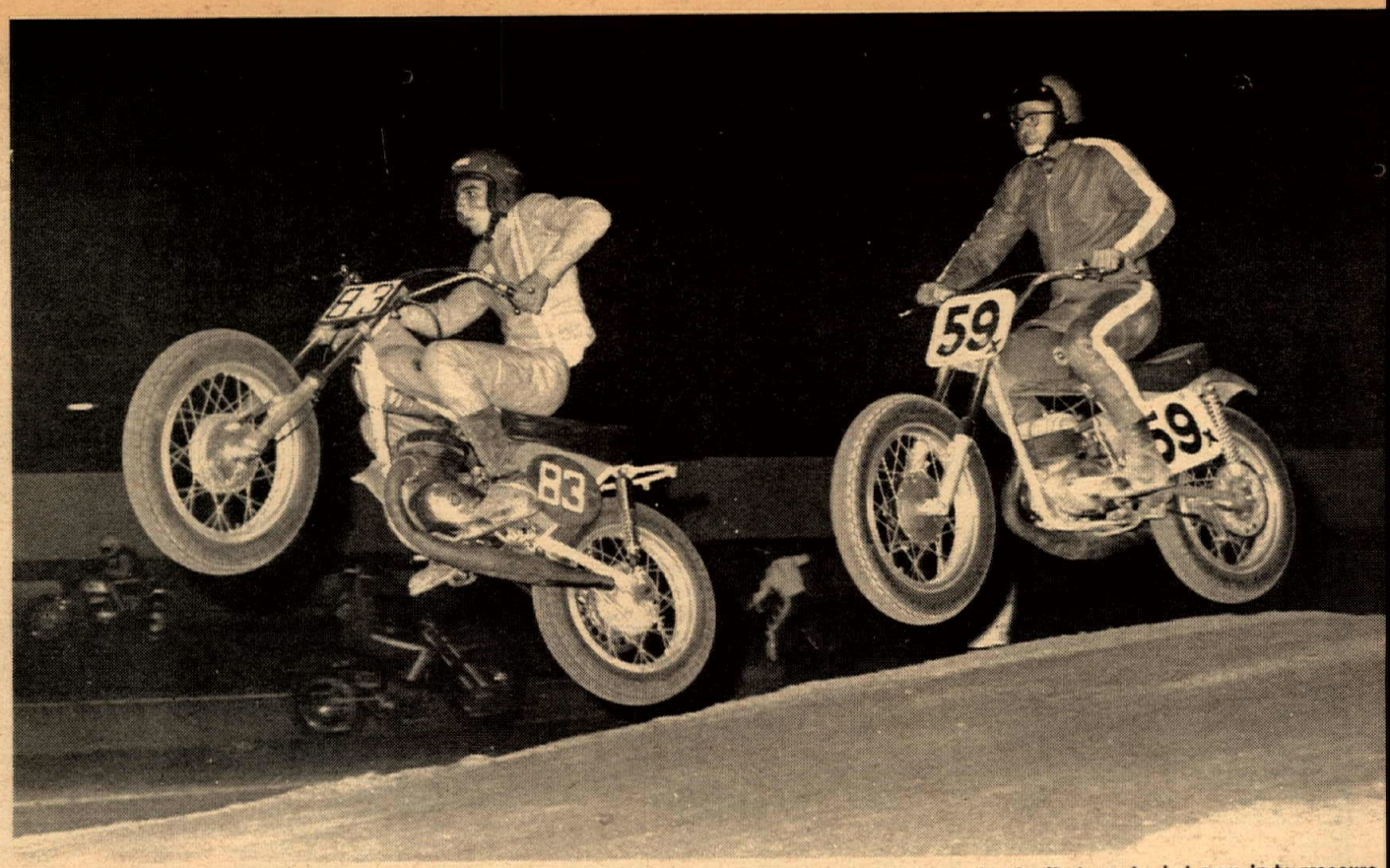
Raymond wasn't up to the battle however, obviously tired from many earlier races, and Lee squeezed on by with Jimmy looking quite relieved the pressure was off. He was not a solid second.

By this time, Riggs and Hanron were out with mechanical troubles, with steady Irwin Moon moving to third on a Bultaco, and Bob Milner fourth on a Yamaha.

Stumpenhaus constantly lengthened his lead, taking the checkered well ahead of second place Raymond.

Irwin Moon, in his usual fine style took third, Bob Milner was fourth riding a good strong race all the way, and a happy Danny Corbett was fifth, the first Jr. rider across the line.

It was really a race to remember. The riders and fans will talk about this one for some time to come.



Lee Stumpenhaus zeros in on Montesa mounted Jimmy (Hey You) Raymond. Raymound led the 50 lapper for the first quarter but gave in to pressure from Stumpenhaus who went on to get the checker.

Regular Trojan action had Paul Wilde winning the 100cc Main on a Yamaha, with last week's 100cc 50 Lap Champ Dale Hopkins, running a close second on a Suzuki. Bob Sanders was a distant third on a Kawasaki.

The 125 Main started with a hard crash in the first turn involving Paul Wilde and Hank Scott. It took quite a few minutes to separate the bikes but both men and machines were okay and ready to go again.

The restart went smoothly and about the third lap, Scott went down hard again just after the jump. It just wasn't his night. The young charger was really shaken up but was okay.

The 125 results were a carbon copy of last week's race, Paul Wilde first on a Yamaha, "Joltin'" Jimmy Raymond second aboard his Yamaha, and a cool Dave Riggs third, again on an AT-1 Yamaha.

The night's races were as exciting as ever at the raceway by the freeway.

Next week's program goes back to its regular schedule of both flat track and TT.

(Results on page 26)

In tight racing at Hellonahill Bill Silverthorn leaps into a right hander in a bid to pass Gene Fetty on the outside. Fetty went on to win the Open Expert Exhibition class. Silverthorn ran into trouble with crashes and mechanical failures.

Fetty Fastest At Hellonahill

Photos and Story by Terry Pratt

SAN DIEGO, CAL., August 24, 1969 – Gene Fetty, with a win in one Open Expert Exhibition class and a second place behind John Rice in the Open Expert Sportsman event, must be tagged the man of the day at the Hellonahill motocross held Sunday. The meet kicked off a three race series at the new track with an American Eagle motocross bike offered to the man with the best performance in the triology.

Hellonahill, 30 miles East of San Diego has a lot of potential and seemed t popular with most of the riders there Sunday.

The Experts rode the lions share o the events because they were allowed i both Sportsman and Professional classes.

In the third and final moto for the Open Exhibition Experts Gary Jones thumped his 440 BSA Victor into the first jump ahead of the pack of screaming two strokes. As if just to prove a point about "obsolete" one-lung four strokes, Jones held the lead for most of the first lap. Somewhere in the neighborhood of the breath taking down hill Fetty squeezed his Husky past the Beezer.

Billy Silverthorn who was about fourth on the first pass by the timing stand made a couple of moves and passed both Jones and Gary Harris to move into second spot.

Fetty and Silverthorn fought it out for the rest of the race just as they had for most of the day, but Fetty wouldn't give an inch and took the checkered.

Silverthorn, a local favorite, had rather a bad day. Twice, mechanical problems stopped his bid for the lead in separate races.

John Rice piled up the points in the Open Expert Sportsman races to take a win for Maico. Fetty was second in this division.

With so many races to run during the day the number of laps were shortened from five to three in order to get everyone home in time to go to work Monday morning. Some of the classes were quickly combined and when the public address system generator ran out of gas several Open Novices missed their moto which was re-run.

The water truck made a few perfunctory passes but the dust couldn't have been cut with a blade on the first laps. Nobody complained and the riders dove through like they had radar. The spectators can tell the Experts from the Novices a quarter of a mile away just by watching which ones lift off over the lip of the super downhill on the back of the course.

(Results on page 26)

Leaping off the top of the hill, Tom Wester will touch down again a few yards later. Tom's efforts netted him a second place in the 250 Novice Division I. Dick Como, another Husky rider took the win. Jim Sundquist made it a Husky sweep by nabbing third.

Green Platers

By Elaine Jones

PERRIS, CAL., Sat. & Sun., Aug. 16, 17– Every spectator got his fill of racing at Perris this weekend and saw riders and bikes put to the test.

The Saturday night crowd saw an exhibition of trick riding when Roger Osborn, riding a 125cc Yamaha, lost control going over the jump which caused his feet to go past his ears and on the trip down they both landed on the left side of his bike and by some miracle of fate he was still aboard. With more clam than the people watching, he steered through the sweeper, still riding sidesaddle, slowed down, mounted back up and poured the coal to her. Never once did his feet touch the ground. The reason he does so well in the air is that he is majoring in Flight Training and in eight more months will have an Instructor Rating. He has the cool for it. Cycle racing is his way of relaxing so he has no ambitions for Ascot.

Rob Morrison used some sly tactics to get folks to the track to see what it was all about. A year ago on Mother's Day he took Mom out and "Out" was to Perris to watch the Powder Puffs go at it. Rob has a little Cimatti with a red metal flake seat and a tiny chrome custom tank. A B-average studnent in high school, he has loaded up with machine shop so that he can turn his stock bike into something really hot. Rob is so hung up on motorcycles that his mom told me he wants to be a bike cop and then he can be on one all the time. His aspirations are Ascot and then Daytona and for someone who felt his folks weren't too with it concerning the sport, have I got a flash for him. If they were any more with it they would live, breathe, eat and sleep cycles.

Danny Jones (no relation) has been racing on and off for four years and for him it is just a hobby. In 1968 he managed to win the Tri-State Championship in Bakersfield so he takes it pretty seriously. Danny is another one whose wife makes a pretty spot in the gallery. In regards to riding, Kay said she did all hers in the stands rooting for her husband. His parents can't say much one way or another as they live in Italy where Mr. Jones is superintendent for an oil drilling firm.

Must make an apology to Bill Grey as I erroneously printed he rode a red Suzuki and in fact it is an orange Yamaha. Twenty lashes with a wet throttle cable for me. Bill will be out of action for about six months because of an accident at Huntington Beach where he received a broken bone in his hand. To add insult to injury, after he crashed his friendly rival Rodney Parsons crashed into him.

Dough McIntyre, another member of the "Garden Grove Mafia", made it too late to race Saturday night but was there in plenty of time for Sunday. Doug works for Southland Cycle Center and attends Golden West J.C. where he is majoring in drafting. He got started racing when he got tired of watching all his friends race and now he can hardly wait to get to Ascot.

Bill Dobbs is floating these days and with good reason. The Sport Spot has sponsored Bill and a new 250cc Suzuki is his new mount.

John Jones, gave his grandmother, visiting from Oregon, a nice birthday present Saturday night by winning the 500cc Novice class. It was Grandma's first trip to the races and she could become quite a racing buff as every time I stopped by she was right at the fence taking it all in. By the way, it was grandma's seventieth birthday so you're never too old to get the racing bug.

Bob Kline had a double win Saturday night. He climbed aboard brother Jim's Suzuki and took the 100cc class and turned around and mounted his American Eagle to run his win streak to eight in the 250cc class. One consolation for the 250 riders, Bob's mom said they were going on vacation next week.

Sunday was a day in which you would be hard put to decide which was worse – the heat or the dust. It could have been worse though, as the water truck broke down and thank you, thank you, thank you to the people who worked during the night to get it fixed. The Hilltoppers really gave it to the racers with a reverse course and to make it really tough, the riders only rode one race but it was ten laps over the long course!

The scene in the pits looked more like the process one would go through before attempting a walk across Death Valley. Riders were soaking their boots, wrapping wet T-shirts around their necks and soaking their heads under faucets. Helmets saw ice dropped into them and they were also wrapped in something wet. Anything to keep the heat down as long as possible. Sno-Cones had to be the biggest selling item of the day. If you think it was bad before the race you should have seen them after.

A special congratulation goes to Robert Sanders who by winning the 100cc Novice class Sunday should have enough points to graduate to a yellow plate. Bob has been a steady competitor at Perris and several other tracks in the Southern California area. He almost didn't make the point run as he messed up his piston and his dad had to work it over and hope for the best. The best was to be and his blue Kawasaki did the job. Good luck with your new plate, Bob. The Green Platers have lost a good rider and the yellow platers better look out. C&H of Riverside picked a winner when they sponsored Bob.

Three Vets Race To Ascot Wire

It's been a big season at Ascot Park for first-year expeet riders, but chances are three veterans are going to battle down to the wire for the 1969 championship.

The trio of "Shorty" Seabourne, Sammy Tanner and Mel Lacher are the leading threats as the motorcycle riders prepare for Friday evening's (Aug. 29) meet at the Gardena course. First event is at 8:30.

Seabourne has been the leader most of the campaign despite being sidelined for more than a month recently with injuries.

The little Lawndale rider has returned in top form and is definitely the man to beat for the crown.

Tanner is a living legend at the 183rd and Vermont Avenue half-mile layout, where he soon will be after his 400th lifetime win. Sammy again is riding in top form after experiencing an off-year in 1968.

Lacher, the recent chemistry graduate from San Diego State, has remained in a contending position despite an up-and-down year. He has had more than his share of mechanical difficulty.

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Ray Hook
Addzip Additives

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2nd Gary Myers – Maico
3rd Gordon Peterson – CZ

1st Colorado National Speedway ½ mile
Aug. 15 – 500cc Class
1st Bob Homberger – Maico
2nd Arley Simpson – Maico
3rd George – Bultaco

1st Slo-Pokes Motocross
Santa Maria, Cal. – 8/17
500cc Senior Class
1st Bill Oliver – Maico
2nd Cal Bottum – Maico
3rd Mike Spier – Maico
500cc Junior Class
1st John Hessick – Maico
2nd Harvey Wynne – Maico

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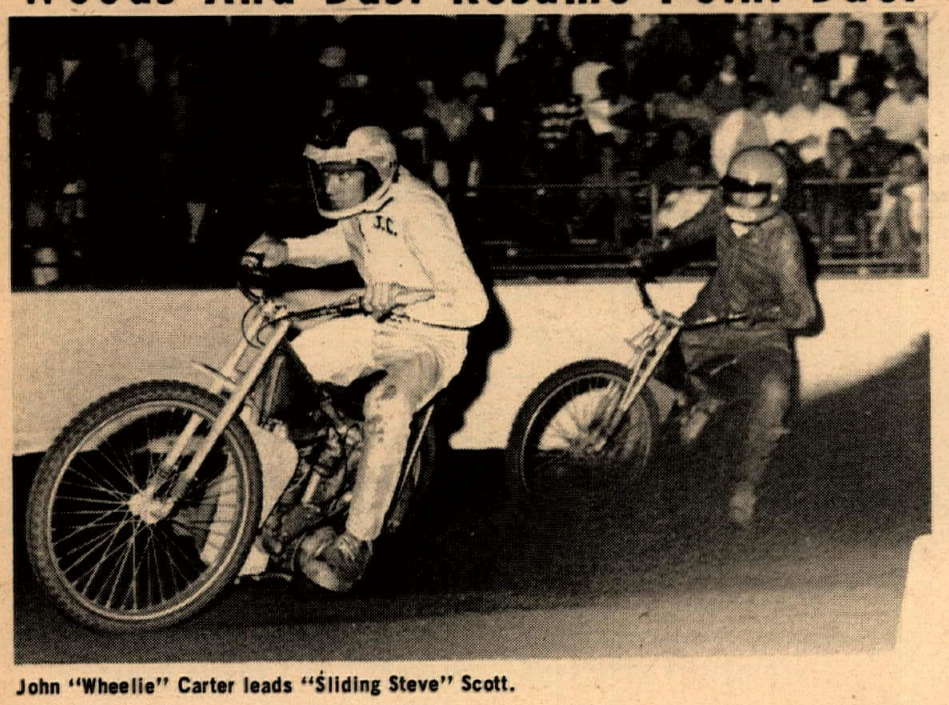
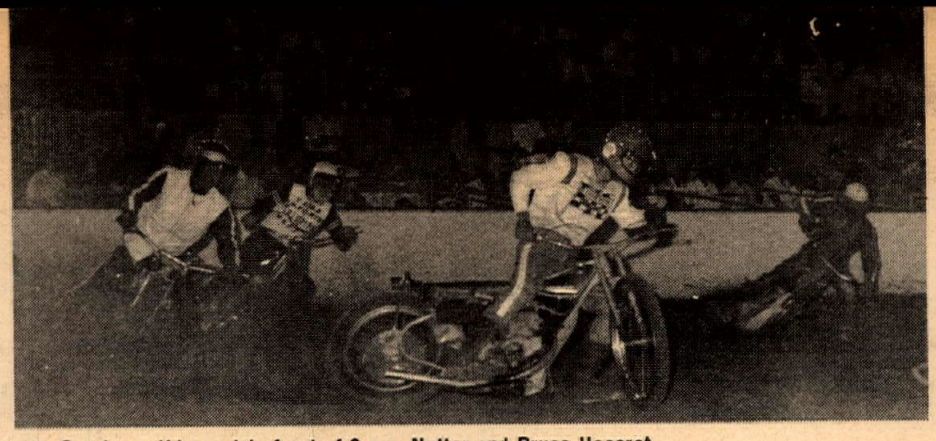
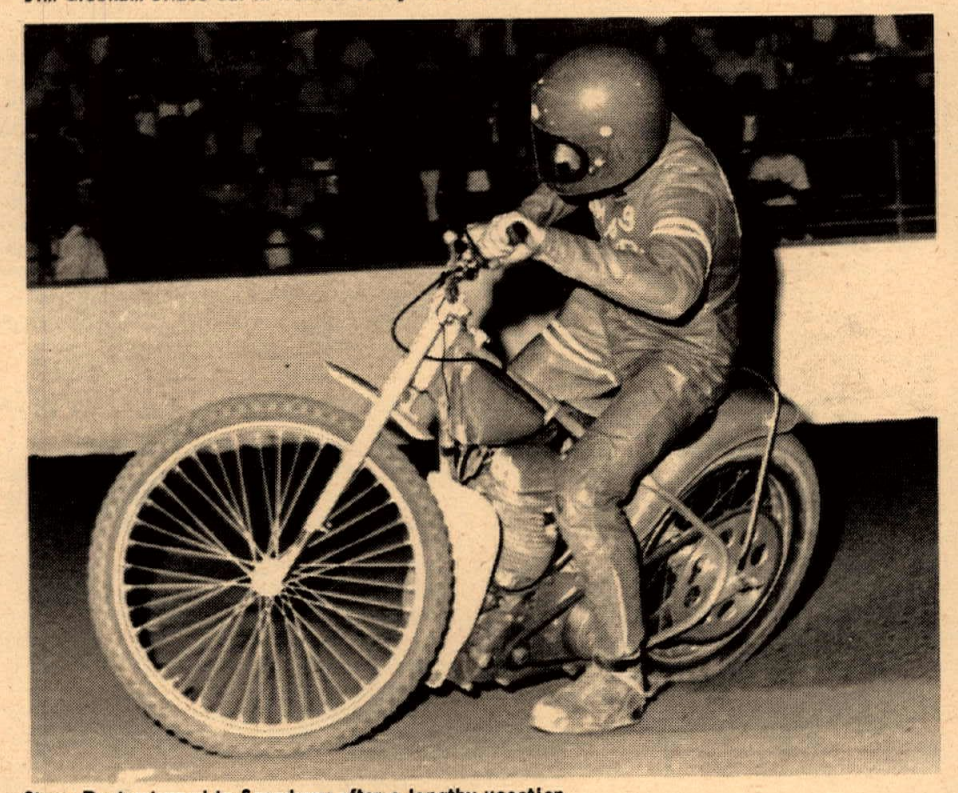
Larry Heinselman Cops Orange Main, Woods And Bast Resume Point Duel



John "Wheelie" Carter leads "Sliding Steve" Scott.



Jim Gresham slides out in front of Sonny Nutter and Bruce Haserot.



Steve Bast returned to Speedway after a lengthy vacation.

By Mike Capalite
Photos by Dennis Greene

COSTA MESA, CAL., August 22, 1969 – After a layoff since the night of July 4th, Steve Bast came back with a bang at Costa Mesa. He finished an unimpressive third on his handicap heat and semi, but this was with a fifty yard handicap. He then proceeded to grab an easy win in his scratch heat.

It was a great night for the Rick Woods fans as Rick was again on his way to cop a grand slam as he stormed from the fifty yard Handicap line to win both his heat and semi and then win his scratch heat.

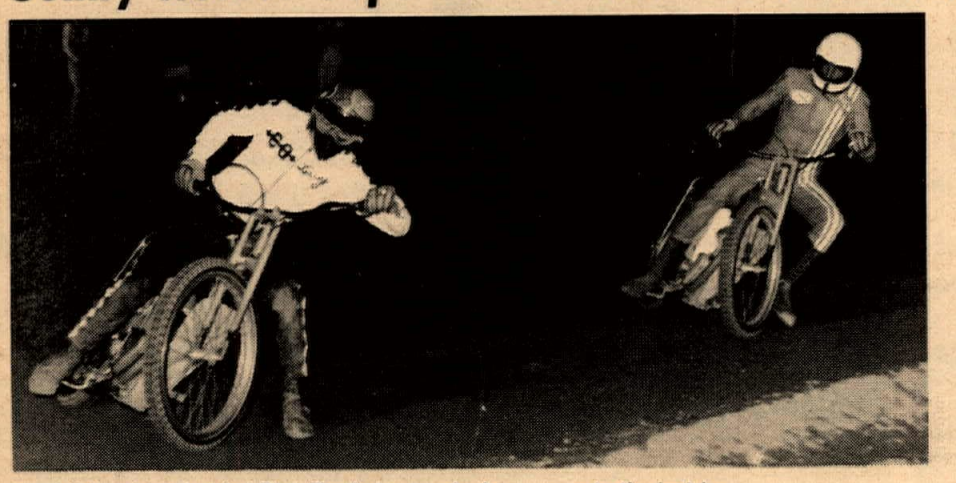
After the intermission, a scheduled match race between Woods and Bast handed Rick his first defeat of the night. There was still hope in the hearts of the Rick Woods fan club as he came back to win his scratch semi as the match races are only two laps, his loss to Bast would not keep him from being the first grand slam winner (winning both handicap and scratch heats, semis and main events) but the only fly in the ointment was that Bast had also qualified for both main events.

As they lined up for the Handicap main event, Rick and Steve were side by side back on the fifty-yard line; right ahead of them on the forty-yard marker was the Great Bear Racing Teams favorite son, Larry Heinselman who had already proven early in the season that he had what it takes to win the handicap. To make matters worse, up on the thirty-yard line was Steve Scott who had taken the win in this one the week before. Ahead on the 10 yard line was Jim Gresham, always a formidable opponent and beside him, John Fishburn who had finished second to Scott the previous week. With this line-up you could understand the ripple of excitement that surged through the stands as the riders assumed their positions on their respective handicap lines. Into the first corner, it was Fishburn taking the lead with Larry Heinselman right on his rear wheel and then Heinselman moved under Fishburn and just as suddenly as if he came out of nowhere, Woods was under Fishburn and into the second spot and giving it everything he had to catch Heinselman. As Woods moved up on Larry, Steve Bast worked into the third slot behind Woods but every eye in the stands was on the battle for the lead as Woods rapidly narrowed the distance be tween himself and Heinselman. The roar of the crowd could be heard in Los Angeles as they came down the back straight on the third lap and Woods powered past Heinselman and dove into the corner in the lead. It looked like it was all over but the shouting and the crowd was doing more than its share of that when all at once the shouts turned to groans as the unexpected happened. As Rick gave it full throttle to come out of the corner, he got some good traction and lifted the front wheel up and almost lost it as he had to shut the throttle down to save it and Larry took advantage of this to take the lead back. The fans were the real winners and they let them know it as both riders received a standing ovation from the crowd as they passed on their way to the pits.

The line-up for the Scratch main was Steve Bast, Swede Savage, Rick Woods and Steve Scott, a top line-up in anybody's race. When the starting gate went up, it was Bast and Woods into the corner, bumping elbows all the way and coming out the same way. Down the back straight and into the next corner it looked like they were lashed together and as they came out of the second corner, it appeared that Woods was really determined as he pulled ahead by a few inches. These few inches were all he needed as he set up for the next corner and really stormed through it leaving Bast dodging the rooster-tail of track surface thrown up by his rear wheel. Swede Savage was back in third spot with no competition as Steve Scott had lost it in the corner and was out. Woods took the checkered flag with a good lead over Bast, but again Lady Luck had cheated him out of the big one, but as the riders all say, "wait till next week."

(Results on page 26)

Sonny Nutter Tops Woods And Bast As Whiteman Starts Wednesday Night Speedway



Larry Heinselman has led Rick Woods two weeks in a row-up to the last lap.

By Mike Capalite

PACOIMA, CAL., August 20, 1969– With the shift to Wednesday nights for the speedway at Whiteman, the action didn't change a bit as the fans saw more than a fair share of exciting racing and some pretty spectacular spills. In the C main when Harlan Bast went down, Greg Haserot was too close to avoid a collision and when the dust had cleared, the two machines were stuck together and it ook about eight pitmen to lift them up and twist them around to separate the giant puzzle.

Back after a long absence was Steve Bast who proceeded to handily win his heat and his semi thus assuring him of a spot in the A main. He also qualifed for the trophy dash. Rick Woods didn't have it quite so easy as he wound up in the same Semi as Larry Heinselman, last week's main event winner. It was nip and tuck for two laps with the stands holding either Woods supporters or Heinselman supporters and all of them cheering their heads off. Going into the last lap, Woods set Larry up in the corner and just as he made his bid, Heinselmans' machine missed a beat and Rick shot by him for the win.

As the flag was dropped for the trophy dash, Woods shot to the lead like he was JATO assisted and Steve Bast was right behind him. Steve was able to pull up to Rick but that was all as Woods was doing everything right and got the kiss from the lovely trophy girl.

The crash in the C main took out two of the riders but left no doubt as to the winner. Jim Anderson led it from the start and although Stu Morley was giving it everything he had, he couldn't move up and after they slowed down for the red flag, Stu didn't have much choice but to settle for a second.

The B main was the big one for the Great Bear Racing Team. Young Les Chanky was able to take the lead but the fair-haired boy of the Great Bear team, Larry Heinselman soon pulled in under him and as he did, Chanky drifted to the outside and gave Jim Gresham a chance to move up beside Chanky. As they accelerated down the straightaway, it was Gresham and Chanky side by side with John Carter pulling abreast of both of them on the outside. As they went into the corner, Gresham's engine blew up and it straightened him up and Chanky straightened up to miss him and Carter stood his up to miss Chanky with the net result being that Chanky and Carter went off the end of the track. Chanky was able to stay upright and re-enter the course to finish with a second but Carter had hooked his wheel on Chanky's machine and spilled quite hard after leaving the track. Heinselman missed this entanglement and went on to win easily.

Not to be outdone by teammate Heinselman, Paul Conserriere grabbed the lead in the A main and it looked for all the world like he might possibly hold it soft berm and lost it, leaving the lead to soft berm and lost it, leaving eh lead to Nutter who then proceeded to come on like gangbusters. Woods was in second, but that didn't last long as Steve Bast was seeking revenge for his loss in the trophy dash and he stormed around Rick to move into second. The only thing wrong with Steve's plan to catch Nutter was that Sonny wasn't going for it and it didn't take Steve long to realize it as he couldn't seem to close the gap between them and although he was displaying some beautiful cornering styles, Nutter's Joe Casperoff tuned Jawa was really percolating and Sonny took the A main checkered flag with a gravy win.

(Results on page 26)

Jim Gresham stays low and Steve Bast tries the "Sammy Tanner" groove in Wednesday night action at Whiteman Stadium.

Favorites True To Form At Rosamond

Ron Jones on a Triumph was the winner of the 500-Open Novice class.

Photos by Eric Raits

By Dick Wright

ROSAMOND, CALIF., Aug. 24, 1969 - Larry Bergquist on a 360 Bultaco, Mike Patrick on a 250cc Yamaha, and Terry Clark on a 100cc Hodaka won their respective expert races all with big two minute leads, to show that the favorites can run true to form when they don't have mechanical trouble.

There were two courses set up in this popular area; the expert course was about seven miles around, and was rough and choppy in the first half with a short sandwash that the leaders were banking at 45 degree angles on the turns. The last three miles were fast and choppy. The first race of the day on the expert course was the combined 500 open amateur, expert go. Larry Bergquist, #888, had the lead at the deep sandwash crossing and turned it on for the entire loop. To build up a full minute lead on the second loop. Bergquist pulled away from the pack and came in for the win unchallenged. Everyone was fighting for second place, but Doyle Fields, #9, on a new Sonic-Weld lightweight Triumph came up from the middle of the pack to grab second spot. Chuck Randman, #28, pulled in next on his CZ taking first Amateur gold. Steve Kirk, #2, followed closely on his Montesa taking fourth.

The 100cc Amateur-Experts were up next and the hard charging Terry Clark, #6, grabbed an early lead, with Jack Morgan, #1, running second, both on Hodakas. Jeff Wright, #15, was running third on a SS Hodaka until Morgan ran into mechanical troubles. Clark held the lead from wire to wire to take the win and Wright pulled in second. Ken Buckspan, #244, on a Hodaka, got up after an endo coming through the pits, to come into the finnish in third spot taking first Amateur. Cordis Brooks, #110, was next in followed by Steve Fortner #146, both were on Hodakas and are Amateurs.

The last race of the day was the 250cc Amateur-Expert go. Young Mark Rader, #750MX, on a Yamaha (who had ridden the 100cc race before) grabbed an early lead, and held it until Mike Patrick, #48X, also on a Yamaha, passed him two miles out, Tom Poteet, #34X, got by Rader, and went after Patrick. But Patrick was having none of that and turned it on and moved away, to build up a good lead and take the win. Poteet came in second on his Bultaco, and in his first time out as a 250cc Amateur, Mark Rader came in third, Gary Griffin, #16X, was fourth on a Bultaco. Terry Clark, #456MX, got off his winning Hodaka and rode his Yamaha to a fifth and took second Amateur; you can't beat that young blood!!

In the pits after the race Larry Bergquist summed the feelings of most of the riders. "The courses were great, the Lost Coyotes M.C. found some good new trails, and had the pits and starting well organized."

(Results on page 26)

Rider #227 was running a very strong second in the 500-Open Novice class when he crashed. He remounted after losing only a few places but the spirit was gone.

Butch Broman made his size look like an advantage in taking second in the 500-Open Novice class. Even the bushes were jumping out of his way.

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(Continued on page 36)

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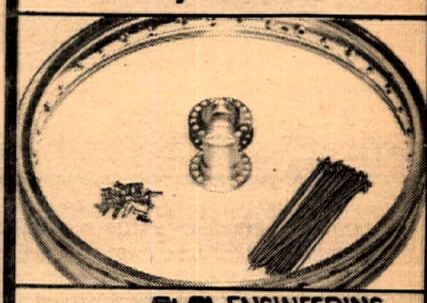
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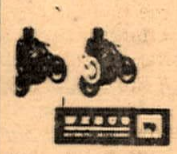
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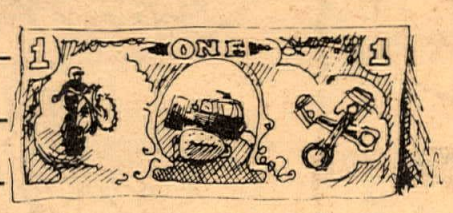

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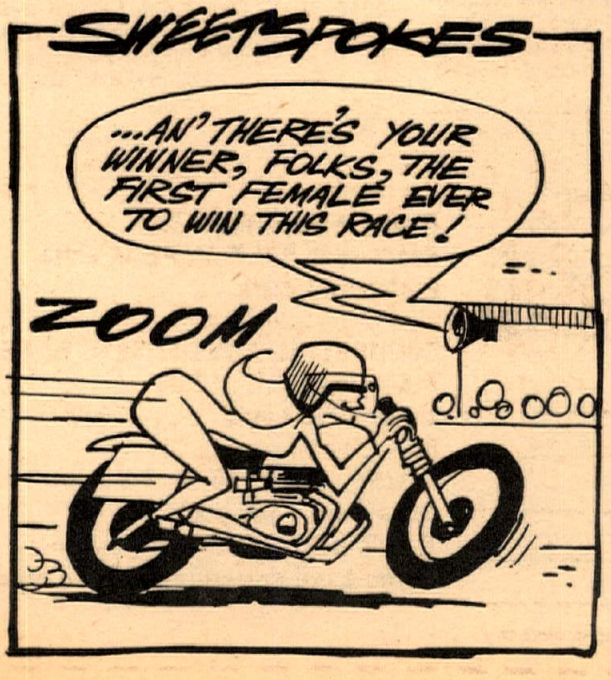
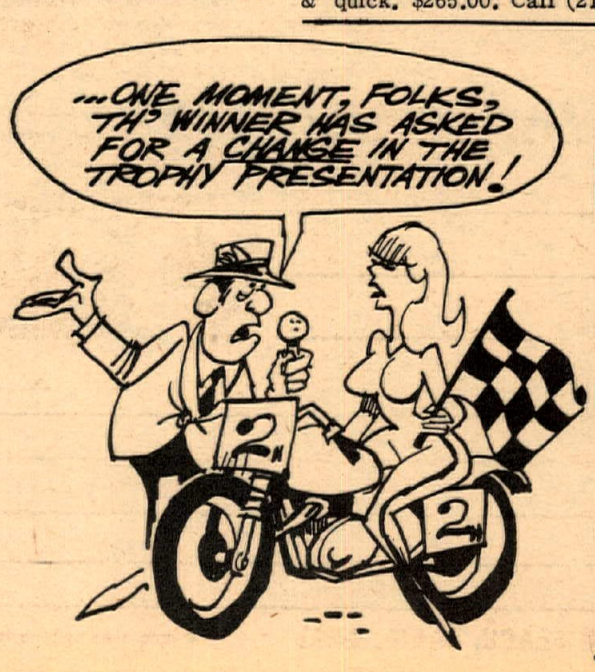
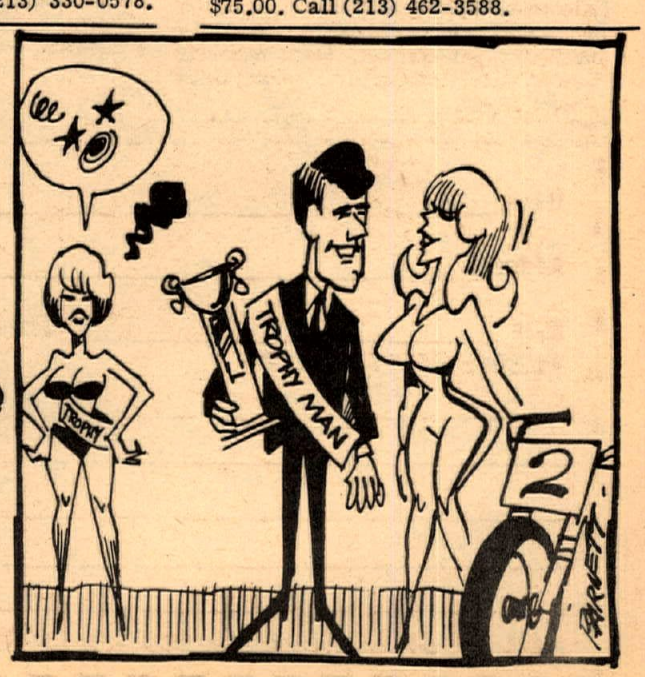






Barry Briggs Wins British Speedway Championship

By Peter White

LONDON, ENGLAND August 5th – New Zealand ace Barry Briggs carried off the 1969 British speedway championship at West Ham stadium, London on Tuesday, August 5.

Briggs scored an immaculate fifteen point maximum to down fifteen other world class performers from England, Scotland, Australia and New Zealand.

Meeting was the final hurdle for British based riders in the World Championship chase. The top six point scorers qualified for the World Final to be held at Wembley on September 13. There they will be joined by the top ten point scorers from the European Final which is scheduled for Olching, West Germany on August 24.

So although the title, the trophy and the glamour centered on one man at West Ham – Briggs the magnificent victor – there was also great interest in the rest of the scorers.

The other qualifiers were Nigel Boocock (England), Ronnie Moore (New Zealand), Ken McKinlay (Scotland), Ivan Mauger (New Zealand) and Howard Cole (England). Arnold Haley (England) survived a three man run off for the reserve berth.

For Briggs, five times a world champion and second in the great event last year after a heartbreaking run of bad luck, it was a triumphant return to the winner's dias. He was in a class of his own this night. Only one man was fancied as a serious challenger and that was fellow countryman Ivan Mauger. When they clashed, however, Briggs was clearly the master.

Mauger caused a sensation in the very first heat when he trailed in last. The current world champ missed the gate and had to be content with eating the dust of the other three riders for four laps. It was almost unbelievable. Ivan was very much a pre-race favorite and here he was giving second best to riders a shade below his calibre.

Ivan made no mistakes in his next three outings though. With incredible anticipation he was first away from the starting tapes and that was that. The others had no chance of catching him. In his fifth and final ride he met Briggs which cuased him to drop another point.

The third Kiwi to qualify was Ronnie Moore. Twice a world champion – in 1954 and 1959 – Moore was in fine fettle and utimately contested a run off with England captain Nigel Boocock for second place. They had tied with 13 points apiece, Moore giving second best only to Briggs and Mauger.

It was great to see Ronnie do so well. He retired from British speedway at the end of the 1963 season following a bad leg injury. He then returned to New Zealand and re-commenced his "Wall of Death" act at county fairs. For a while it seemed he had lost all interest in speedway. Then, gradually, he came back into the sport, riding now and again 'for the fun of it' in minor meetings in the Shaky Isles.

Came 1969 and the London club, Wimbledon, persuaded him to have another crack at English speedway. Everyone was curious to see whether the old magic was still there. All eyes were on Moore.

He has not disappointed. The performance at West Ham amply illustrated his remarkable "natural" ability and showed that he has every chance of once again lifting the world crown come September 13.

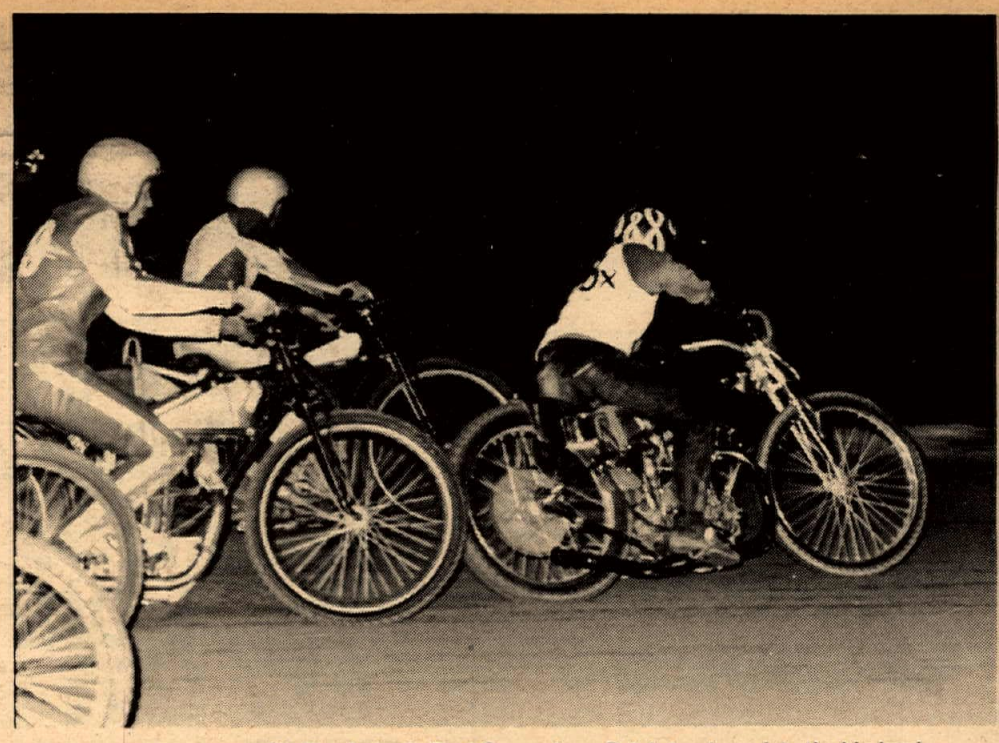
In a field dominated by Englsihman, Nigel Boocock was the most outstanding. Nigel is now rated as England's leading rider and he confirmed this opinion with

British Champ Barry Briggs.

a sparkling 13 points. In the run off for second place he defeated Moore narrowly.

Boocock looked quite sharp, had bags of power and the ability to use.

The remaining two places in the Final went to Scotsman Ken McKinlay and Englishman Howard Cole. Both were shock qualifiers. Neither were really expected to get through at the expense of several more fancied competitors. But speedway is an unpredictable sport.



Stu Morely leads Paul Conserriere, Butch Landgren into the big bend.

McKinlay, the veteran of nearly twenty continuous years of racing, has had a disastrous season to date. He has fought off several worrying ligament injuries and only returned to action one week prior to the British Final.

Mac proved he still has what it takes and indulged in two or three exciting scraps with much younger and fitter riders. Showing fierce determination, Ken used all the skill acquired over the years to come from behind in most of his rides.

McKinlay was one of two Scotsmen in the line up. The other, youthful Jim McMillan, failed to come to grips with the circuit and could manage only four points.

Biggest surprise, however, came with the qualification of Cole. The bearded Englishman rode exceedingly well to notch nine points. Although still in his twenties, Cole has been riding for quite a few years now and he has three summer season in New Zealand under his belt. This has undoubtedly been his best year to date and it will be his very first world final appearance.

Australia was represented by Garry Middleton and Charlie Monk. Not since 1963 has there been a Kangaroo in the world final and now another year will have to tick by before the Land of Sunshine can have a further crack at the "Big One".

Monk just wasn't in touch with the big guns while Middleton just missed out. His was the real hard luck story of the meeting.

After four rides he had managed eight points. All he needed was a third from his next outing and he would have qualified. Instead he broke the tapes at the start of the race and was excluded from the re-run.

Middleton exploded. Angrily he protested to the referee controlling the meeting. He wouldn't give in without a fight. And who could blame him. Here was his chance of a lifetime going down the drain.

In the end it was to no avail. The race was started with only three riders. Then, suddenly onto the track came Middleton. He started his bike and chased crazily after the pack. Naturally he finished quite a distance behind but at least he satisfied himself.

A reprimand from the referee followed and it is likely the matter will not rest there.

He didn't make Wembley but at least the fans were sympathetic to his cause.

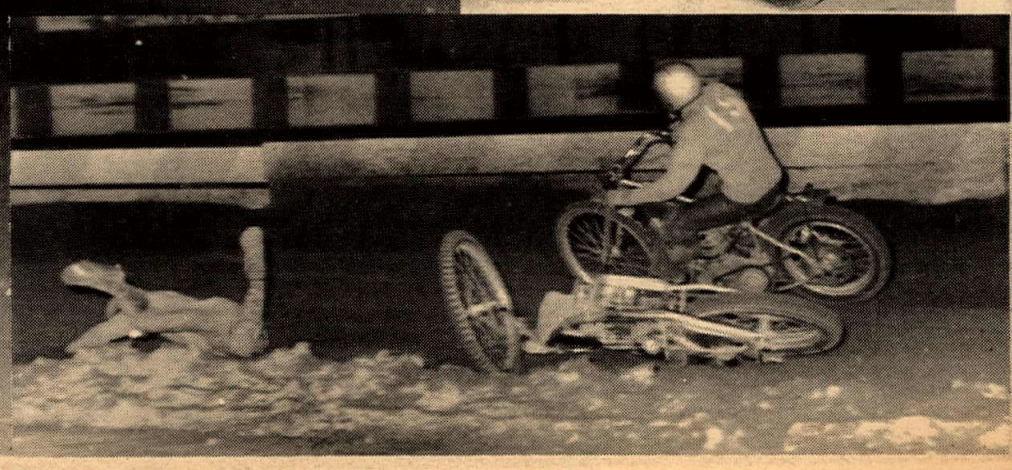
Earlier in the meeting Middleton gained a public commendation for brilliantly saving the life of another competitor in a crash. Martin Ashby fell directly in his path and the young Aussie "dropped" his bike on the proverbial sixpence. That is to say, he deliberately fell from his machine and slid along the track so as to miss Ashby. It was a great piece of riding.

BRITISH SPEEDWAY CHAMPIONSHIP Results
West Ham Stadium London, England

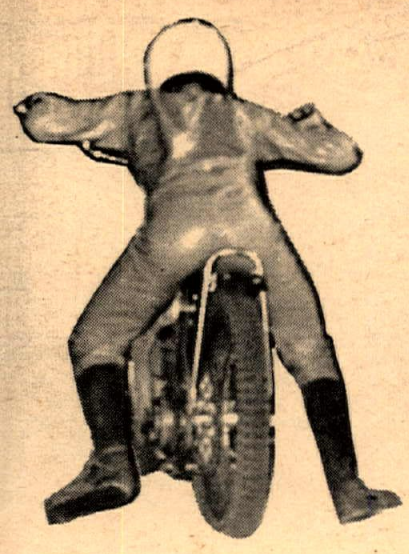
Barry Briggs	New Zealand	15 Pts.
Nigel Boocock	England	13
Ronnie Moore	New Zealand	13
Ivan Mauger	New Zealand	11
Ken McKinlay	Scotland	11
Howard Cole	England	9
Arnold Haley	England	8
Eric Boocock	England	8
Garry Middleton	Australia	8
Charlie Monk	Australia	66

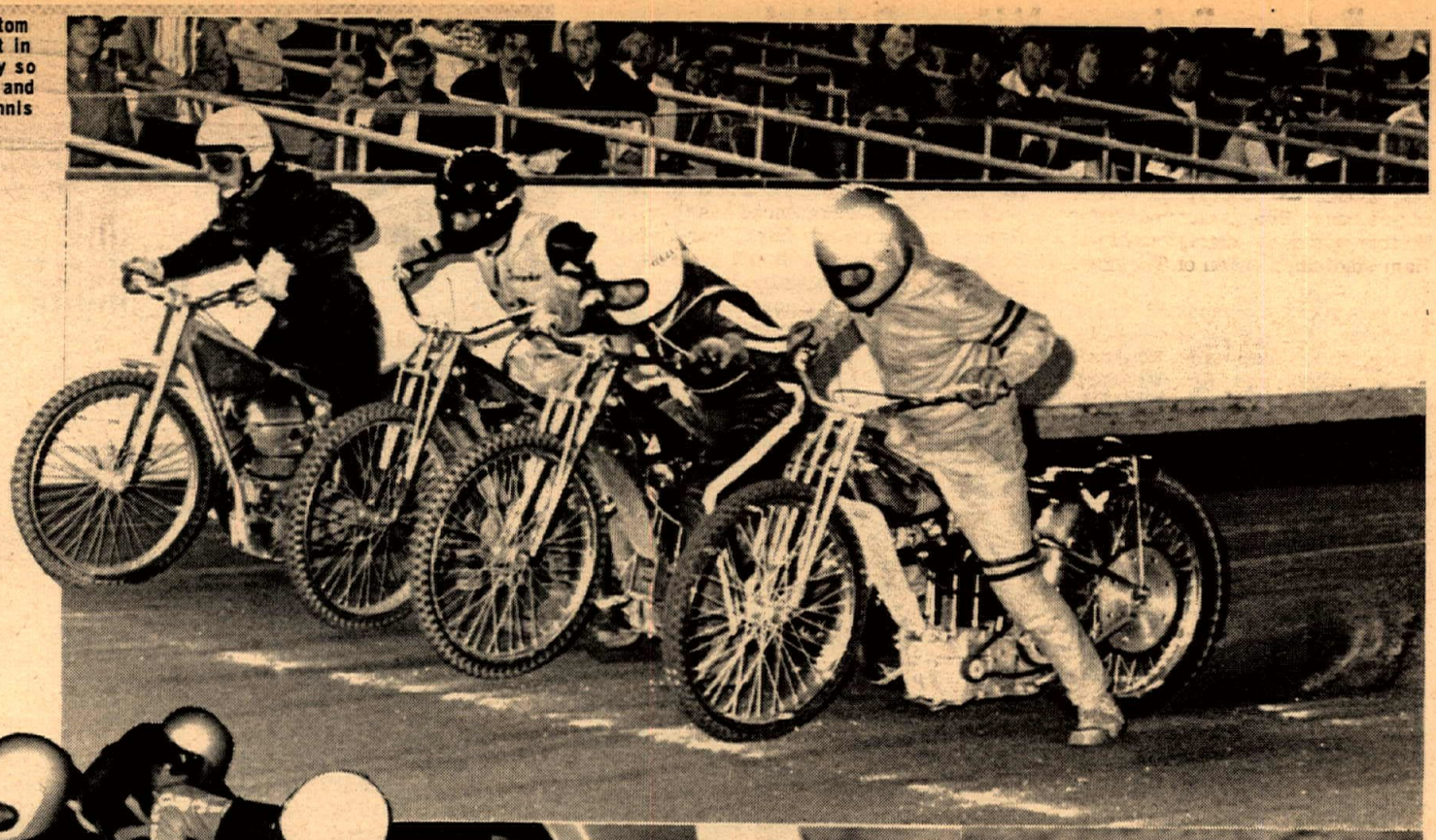
SPEEDWAY PICTORIAL

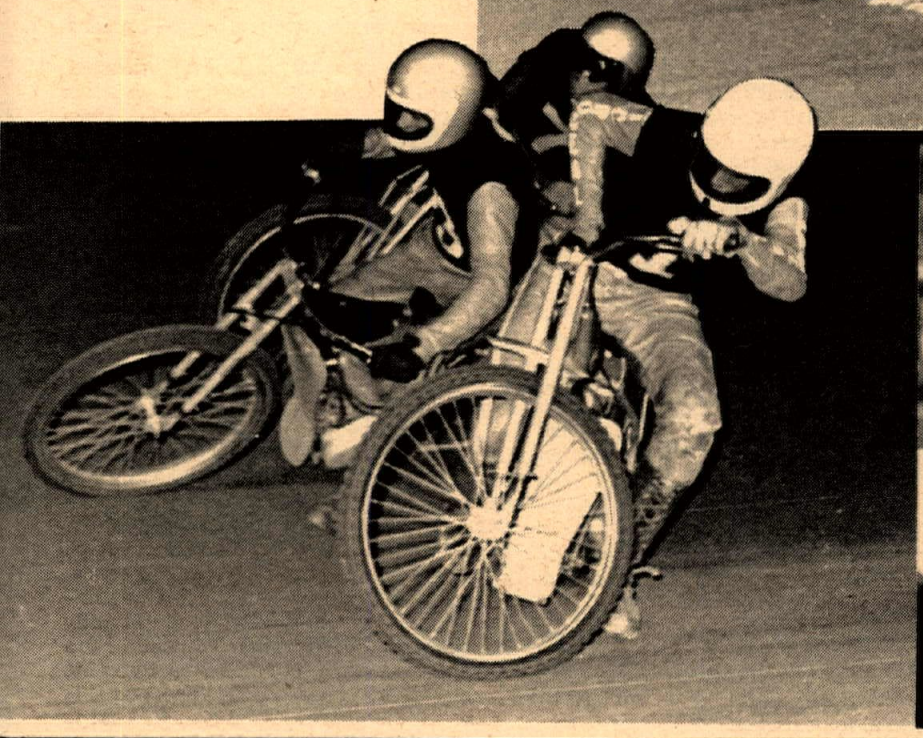
Left, John Hateley versus Sam Tanner. Below, AMA National Champion Gary Nixon congratulating California Speedway Champion Sonny Nutter. Bottom: Rick Woods seldom crashes, but when he does... (continued on next page)



Below, U.S. Champion Rick Woods. Bottom left, Woods, Swede Savage and Steve Scott in the close competition that makes Speedway so exciting. Below, Center: Paul Conserriere and right, Larry Heinselman. Photos by Dennis Greene.







C-ALIF-ORNIA SPEED-WAY

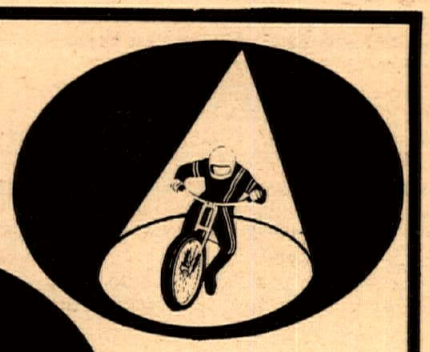
CHAMPIONSHIPS

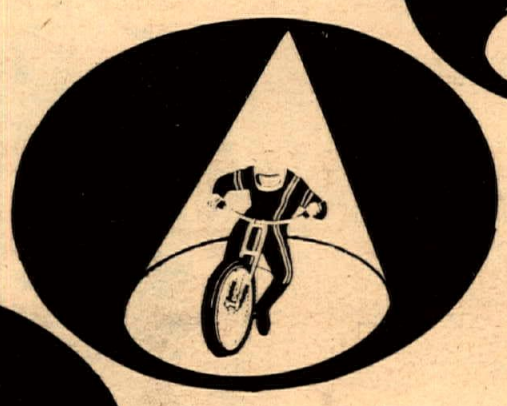
L.A. SPORTS ARENA

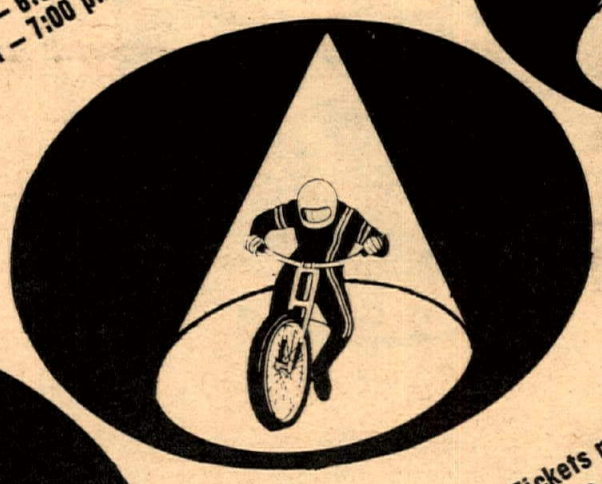
AUG. 30 - SEPT. 7 - SEPT. 13

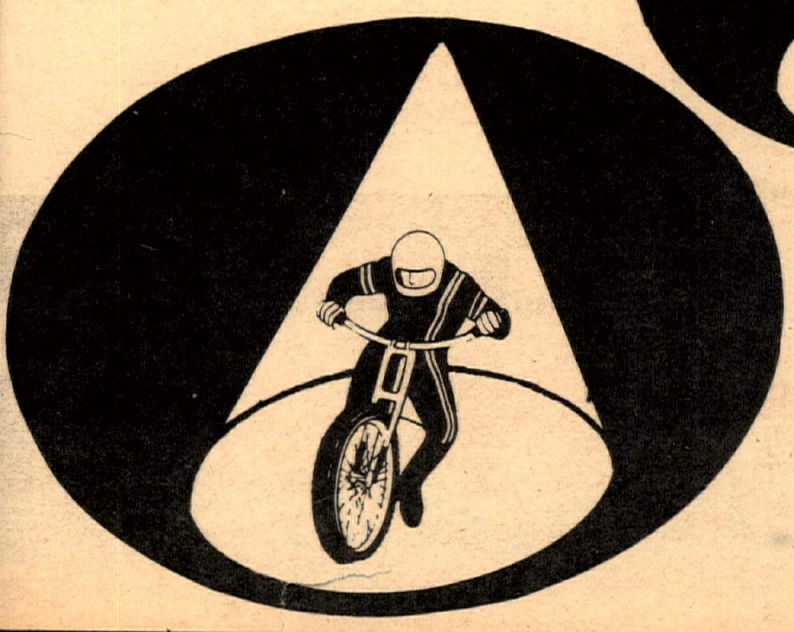
Gates Open – 6:30 p.m.
Races Start – 8:30 p.m.

Sept. 7th
Gates Open – 6:00 p.m.
Races Start – 7:00 p.m.









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THE AT-1 IS #1

Slo-Pokes Motocross – 8/17
125cc Senior Class
1st Richard Allen – Yamaha AT-1
Oasis TT Scrambles – 8/9
125cc Novice Class
1st Ron Skinner – Yamaha AT-1
2nd Lonnie Murphy – Yamaha AT-1
3rd Juan Guzman – Yamaha AT-1

Hilltoppers TT Scrambles – 8/17
125cc Am/Ex. Class
1st Gary Caldwell – Yamaha AT-1
2nd Al Baker – Yamaha AT-1

Mesa TT Scrambles – 8/17
125cc Novice Class
1st Mike Toussaint – AT-1

Trojan TT – 8/14
125cc Main
1st Paul Wilde – Yamaha AT-1
2nd Jim Raymond – Yamaha AT-1

Perris TT – 8/2
125cc Class
1st Hank Scott – Yamaha AT-1
2nd George Gillespie – Yamaha AT-1

Kearney Bowl – 8/9
125cc Am/Ex. Class
1st Ron Tobey – Yamaha AT-1
2nd Leon Cotton – Yamaha AT-1
3rd Mike Lane – Yamaha AT-1
125cc Novice Class
1st Bill Loflin – Yamaha AT-1
2nd Dave Kunkel – Yamaha AT-1
3rd Mike Summerlin – Yamaha AT-1

Hanford TT – 8/8
125cc Am/Ex. Class
1st Mike Lane – Yamaha AT-1
125cc Novice Class
1st Dan Summerlin – Yamaha AT-1
2nd Bill Loflin – Yamaha AT-1

AND THE BEAT GOES ON

Hi Boots TT – 8/10
125cc Expert Class
1st Jim Chitwood – Yamaha AT-1

Huntington Beach TT – 8/10
125cc Expert Main
1st Ron Taylor – Yamaha AT-1
125cc Novice Main
1st Bob Hill – Yamaha AT-1
2nd Dave Tudor – Yamaha AT-1

Gripsters TT – 8/9
125cc Novice Class
1st Bob Hill – Yamaha AT-1
2nd Dave Tudor – Yamaha AT-1

Gripsters TT – 8/9
175-200 Am. Class
1st Bob Hardison – Yamaha CT-1

Hi Boots TT – 8/10
250cc Expert Class
1st Carl Byers – Yamaha DT-1B
2nd Ward Ring – Yamaha DT-1B
3rd Earl Baker – Yamaha DT-1B

Hanford TT – 8/8
250cc Expert Class
1st Mike Lane – Yamaha DT-1B
250cc Novice Class
1st Jerry Vajconcelos – Yamaha DT-1B

Perris TT – 8/2
100cc Am/Ex. Class
1st Steve Nichols – Yamaha
250cc Am/Ex. Class
1st Steve Nichols – Yamaha DT-1B
2nd Ron Moore – Yamaha DT-1B

Mesa TT – 8/17
200cc Class
1st Earl Roloff – Yamaha CT-1
250cc Expert Class
1st Carl Byers – Yamaha DT-1B
250cc Novice Class
1st Sal Peluso – Yamaha DT-1B

Hilltoppers TT – 8/17
100 Expert Class
1st Steve Nichols – Yamaha
250cc Expert Class
1st Steve Nichols – Yamaha DT-1B
3rd Gary Scott – Yamaha DT-1B

Oasis TT – 8/9
250cc Am/Ex. Class
1st Barclay Trehal – Yamaha DT-1B
2nd Windy Foreman – Yamaha DT-1B
250cc Novice Class
1st Ken Lighthouse – Yamaha DT-1B

Uvas Dam Scrambles – 8/10
250cc Expert Class
1st John Silva – Yamaha DT-1B

AFM Road Races – 8/17
100cc Prod. Class
1st Pat Evans – Yamaha
2nd Ron Hoover – Yamaha
100cc Jr. GP Class
1st Ed Light – Yamaha
250cc Jr. GP Class
1st Dick Brewer – Yamaha
250cc Sr. GP Class
1st Jody Nicholas – Yamaha
2nd Don Emde – Yamaha
3rd Pat Haynan – Yamaha
4th Lance Keith – Yamaha
5th Tom Finlay – Yamaha
350cc Sr. GP Class
1st Don Emde – Yamaha
2nd Steve McLaughlin – Yamaha
3rd Belford Welsh – Yamaha

ACA Road Race – 8/10
250cc GP Class
1st Don Emde – Yamaha
2nd Barry Provisor – Yamaha
3rd Pat Haynan – Yamaha
4th Scott Autrey – Yamaha
350cc GP Class
1st Don Emde – Yamaha
125cc Production Class
1st Dick Pearce – Yamaha
350cc Production Class
1st Don Emde – Yamaha

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